Established February, 1845.

日三十月八年戌丙

AGENTS FOR THE CHINA MAIL

LONDON :- F. ALGAB, 11 & 12, Clement's Lane. Lombard Street, E. C. GEORGE STREET & Co., 30, Cornhill. GORDON & GOTOH, Ludgate Circus, E.C. BATES HENDY & Co., 37, Walbrook, E.C. SAMUEL DEAGON & Co., 150 & 154,

Leadenhall Street. PARIS AND EUROPE :- AMEDEI PRINCE & Co. 36. Rue Lafagette, Paris. NEW YORK :- ANDREW WIND, 21, Park

SAN FRANCISCO and American Ports generally :- BEAN & BLACK, San Fran-AUSTRALIA, TABMANIA, AND NEW

ZEALAND :- GORDON & GOTCH, Melbourne and Sylney. CEYLON :- W. M. SMITH & Co., THE APOTHECARIES Co., Colombo. SINGAPORE, STRAITS, &c.:—SAYLE & Co., Square, Singapore. C. HEINSZEN

& Co. Manila. OHINA: -- Macao, F. A. DE CRUZ. Swatow, Queich & Co. Amoy, Wilson, NICHOLLS & Co. Fonchow, HEDGE & Co. Shanghai, LANE, CRAWFORD & Co.; and KELLY & WALSH. Yokohama. LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000 PAID-UP.....£ 500,000

REGISTERED OFFICE, 40. THREADNEEDLE STREET, LONDON. P.

BRANCHES: In India, China, Japan and the Colonies.

THE Bank RECEIVES Money on Deposit, buys and solls Bills of Exchange, Newspaper. issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application. Interest allowed on Deposits :--

Fixed for 12 months, 5 per cent. per annum. On Current Deposit Accounts 2 per cent. per annum on the daily balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the Balances of such Claims purchased on advantageous terms.

THE NATIONAL LIFE ASSURANCE SOCIETY. H. A. HERBERT, Manager,

Hongkong Brauch. Hongkong, May 31, 1886 HONGKONG & SHANGHAI BANKING CORPORATION.

RESERVE FOR EQUALIZATION \ 8 200,000 OF DIVIDENDS,.... RESERVE LAABILITY OF PRO-\$7,500,000 PRIETORS,

COURT OF DIRECTORS. Chairman-A. McIver, Esq. Deputy Chairman-M. GROTE, Esq. J. BELL IRVING, Esq. H. HOPPIUS, Esq. O.D. BOTTOMLEY, Esq. E. H. M. HUNTING. W. H. F. DARBY, Esq. TON. Esq. H. L. DALBYMPLE, | Hon. A. P. McEWEN. Hon. F. D. SASSOON.

CHIEF MANAGER Hongkong THOMAS JACKSON, Esq. Acting Chief Manager - JOHN WALTER, Esq. MANAGES.

Shanghai Ewen Camebon, Esq. LONDON BANKERS. - London and County

HONGKONG. INTEREST ALLOWED. N Current Deposit Account at the rate of 2 per cent. per annum on the daily

On Fixed Deposits:-For 3 months, 3 per cent. per annum. 4 per cent. II 5 per cent. "

LOCAL BILLS DISCOUNTED. Oredits granted on approved Securities, and every description of Banking and Exchange business transacted. Drafts granted on London, and chief Commercial places in Europe, India, Australia, America, China and Japan,

JOHN WALTER. Acting Chief Manager. Hongkong, August 28, 1886. NOTICE.

TOULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will

be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3 : Saturdays, 10 2.—Sums less than \$1, or more than \$250

at one time will not be received. No depositor may deposit more than \$2,500 in any one year. 3. -Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months

at 5 per cent. per annum interest. 4.—Interest at the rate of 31 per cent. per annum will be allowed to depositors on their daily balances. 5. - Each Depositor will be supplied gratis

with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

-Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.

7. Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book

For the HONOKONG & SHANGRAI BANKING CORPORATION. JOHN WALTER, Acting Chief Manager. Hongkong, June 7, 188

Notices of Firms.

NOTICE

ON and after this date, until further Notice, the Undersigned will TAKE CHARGE of the Business of the HONG-KONG AND CHINA GAS COMPANY. LIMITED, by Order of the Directors.

W. S. BAMSEY. Acting Manager. Hongkong, August 30, 1886.

NOTICE.

TATE Have THIS DAY authorized Mr. ERNST GRUBITZ and Mr. HERMANN WITTE to Sign our Firm in Hongkong jointly per Procuration. JUSTUS LEMBKE & Co.

Hongkong, September 9, 1886.

Intimations.

HONGKONG HOTEL

THE HOTEL is now prepared to SUPPLY PICNIC PARTIES, &c., with all REQUISITES on Moderate Terms. A. FONSECA,

Assistant Manager. Hongkong, September 7, 1886.

EMPLOYMENT- WANTED

DY an ENGLISHMAN, who speaks FRENCH and CHINESE as fluently as his own Language, has had 25 years experience, in various parts of China, and is Chinese Provincial Authorities.

No objection to travel or reside in the interior, or take an active Partnership in a An ample and varied TABLE D'HOTE is always provided and served in the spacious, 4 A. B. U., c/o. China Mail OFFICE.

Hongkong, September 6, 1886. THE HONGKONG FIRE INSURANCE

COMPANY, LIMITED. NYOTICE is hereby given that an EX-

TRAORDINARY General MEET ING of the above-named Company will be held at the Registered Office of the Company, Peddar's Street, Victoria, in the Colony of Hongkong, on MONDAY, the 20th day of September, 1886, at Noon, when the subjoined Resolution will be pro-

Should the Resolution be passed by the required majority it will be submitted for Confirmation as a Special Resolution to a Second Extraordinary General Meeting, which will be subsequently convened. RESOLUTION.

That Article No. 17 in the Articles of Association be altered by eliminating therefrom the figures \$100,000 where they appear twice therein and substituting for such figures, the figures \$150,000. JARDINE, MATHESON & Co.,

General Managers. Dated 27th August, 1886.

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon, and Land, Re-ship, and/or Store GENERAL CARGOES, SILK OPIUM, COTTON, GRAIN OF MERCHANDISE IN First-Class Granite Godowns at Cheap Rates. Also Coals in specially constructed Sheds.

For the convenience of Commanders and Storers the Company's launch Hongkong will convey to and fro those interested FREE OF CHARGE, starting from the Pedder's Wharf EVERY HOUR from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-

For further Particulars, apply to W. KERFOOT HUGHES.

Pedder's Street. Hongkong, February 17, 1886.

NOTICE. HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the HEAD OFFICE, No. 14, Praya Central, will

receive prompt attention. In the Event of Complaints being found necessary. Communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES.

Hongkong, August 25, 1885. CHAS. J. GAUPP & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths. TAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. LITCHIE'S LIQUID AND OTHER COMPASSES ADMIRALTY & IMRAY CHARTS. NAUTICAL BOOKS. English SILVER & ELECTRO-PLATED WARE. Christofle & Co.'s ELECTRO-PLATED WARE.

GOLD & SILVER JEWELLERY. in great variety. DIAMONDS MAND -

DIAMOND JEWELLERY, Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742.

DOUGLAS STEAMSHIP COMPANY. LIMITED.

THE Ordinary General MEETING of SHAREHOLDERS in the above Company will be held at the OFFICE of the Undersigned on SATURDAY, the 25th Instant, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1886. The Transfer BOOKS of the Company will be CLOSED from the 16th to the 25th

September, both days inclusive. DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, September 8, 1886.

Business Notices.

NOW READY.

VEGETABLE SEEDS FLOWER &

GARDEN REQUISITES.

Speciality for this Season:

A variety of VEGETABLE and FLOWER SEEDS, prepared and put up by the ROYAL AGRICULTURAL AND HORTICULTURAL SOCIETY OF India. (This collection is strongly recommended as suitable for the climate of Hongkong.) Price, \$6.50 the assortment.

> Also. SUTTON'S ENGLISH VEGETABLE AND FLOWER SEEDS,

BOWEN'S SAN FRANCISCO VEGETABLE AND FLOWER SEEDS in the usual varieties. In Order to avoid disappointment, Orders for Seeds should be sent in AT ONCE.

SUTTON'S CONCENTRATED MANURE. GARDEN TOOLS, &c.

LAWN MOWERS. LADIES' GARDEN SETS.

HOES, SPUDS, RAKES, SPADES and FORKS. BORDER CUTTERS, HEDGE TRIMMERS. GARDEN SHEARS, GARDEN SYRINGES WATERING CANS, GARDEN TROWELS SCYTHES and SOYTHE STONES. LANE, CRAWFORD & Co.

Hongkong, September 4, 1886.

Victoria Elotel. Praya and Queen's Road Central, Hongkong.

IJHIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Horses in the place. favourably known to many of the Highest The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description.

> large-DINING HALL. The HOTEL also contains handsome and comfortable Reception, READING, BILLIAND and SMOKING ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken. Messrs. DORABJEE & HING KEE,

Proprietors. Hongkong, September 16, 1885.

GREAT CLEARANCE SALE

14 Days only

DRESSES, PRINTS, CALICOES, LACES, RIBBONS, &c., &c.

W. POWELL & Co. VICTORIA EXCHANGE, August 31, 1886.

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

CLEARANCE SALE

FOR ONE MONTH, DURING ALTERATION AND EXTENSION OF PREMISES.

TO Prepare for the arrival of FRESH SHIPMENTS. offer as an inducement to our Customers, a Discount of

TEN PER CENT.

From the present date to 15th September.

Hongkong, August 14, 1886.

ADJOINING THE STAG HOTEL (NEXT DOCK). MONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES At Cash Prices and for Cash only. WATCHES, MUSICAL INSTRUMENTS. TOBACCOS. CIGARS. ALBUMS. BOOKS.

CUTLERY. LEATHER GOODS. CLOCKS, and a varied Stock of Fancy GOODS of all kinds BON MARCHE, next door to THE STAG HOTEL. Hongkong, September 8, 1886.

CALL ATTENTION TO THE FOLLOWING YERY CHEAP COLLECTIONS OF CONG FOLIO :—115 of the Newest Songs of Wales:-A collection of Standard Welsh Songs . - - 81.00 and Most Popular Songs - - \$1.00 OCAL FOLIO: -- A collection of 83 Songs OF FRANCE :- A collection of

Modern Songs not found in the Orithe best French Songs with French ginal Song Folio - - - - - - \$1.00 and English Words - - - - \$1.00 DANCE FOLIO, Vol. I & II :- A collec-GEMS OF ENGLISH SONG :- The best and most carefully compiled collecof the Latest and Most Popular Dance Music - - - - \$1.00 tion of Modern Songs published - \$2.50 GALAXY OF SONG :- A collection of SHOWER OF PEARLS :- The only good Late Popular Songs - - - - , \$1.00 collection of Modern Vocal Duets WALTZ ALBUM :- 176 Pages of the published very best Modern Waltzes - - - \$1.00 GEMS OF THE DANCE :-- A capital selec-FOLIO OF MUSIC :- New Waltzes, tion of Good Modern Dance Music 82:50 Polkas, Quadrilles and Dance Music \$1.00 GEMS OF STRAUSS :-- A selection of his Songs of England :- A collection of best Waltzea - - - - 82,50 over 190 Old Standard British Songs \$1.00 OPERATIC GEMS :- Beautiful Melodies

DENTISTRY.

Favorite Scotch Songs - - - 31.00

Songs or Scotland :-- All the Old

FIRST CLASS WORKMANSHIP. MODERATE FEES. MR. WONG TAI-FONG,

Surgeon Dentist. (FORMERLY ARTICLED APPRENTICE AND LAT-TERLY ASSISTANT TO DR. ROGERS.) A T the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly oc-

cupied by Dr. BOGERS, No. 2, DUDDELL STREET. CONSULTATION FREE.

Discount to missionaries and families. Sole Address 2, DUDDELL STREET (Next to the New Oriental Bank.) Hongkong, January 12, 1885.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

from the Most Popular Operas - \$2.50

Hongkong, August 26, 1886.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS . are requested to send in a STATEMENT above Ports, Consignees of Cargo are hereby or Business Contributed during the Half- requested to send in their Bills of Lading to Year ended 30th June, 1886, on or before the Undersigned for countersignature, and the 30th September next, on which date to take immediate delivery of their Goods the Accounts will be Closed. By Order of the Board of Directors,

DAVID GILLIES. Secretary. Hongkong, August 30, 1886.

SAILOR'S HOME. A NY Cast-off Chorning, Books, or cognised. A PAPERS will be thankfully received

at the Sailor's Home, West Point.

Hongkong, July 25, 1678.

Auctions.

GOVERNMENT NOTIFICATION.

THE following Particulars of SALE of CROWN LAND by Public Auction. to be held on the Spot on MONDAY, the 13th day of September, 1886, at 5 p.m., are published for general information.

By Command, FREDERICK STEWART, Acting Colonial Secretary. COLONIAL SECRETARY'S OFFICE. Hongkong, 28th August, 1856.

Particulars of the Letting by Public Auction Sale, to be hold on MONDAY, the 13th day of September, 1886, at 5 p.m., by Order of His Excellency the Officer Administering the Government of Two Lots of Crown Land, in the Colony of Hongkong, for a term of 75 years.

Particulars of the Lots.

No.	Registry	Locality:		den:	da sure ent.		Conton in Square f	Annu	Trice.
Sale	No.		N.	и.	E.	w.	<u>i</u>		**
			ft.	ft	ft.	ft,	2	\$	\$
1	Rural Building Lot	The Peak Road	131	160	90 64	100	15,300	40	160
2	No. 45 Do. No. 46	Mount Kellett - Road	120	120	120	120	14,400	34.	150

For Sale.

FOR SALE.

TULES MUMM & Co.'s CHAMPAGNE, Quarts.....\$20 per Case of 1 doz. Pints.....\$21 11 2 41 Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

WHITE WINES. 1612 Baxter's Celebrated 'Barley Bree' WHISKY, -\$74 per Case of 1 doz. GIBB, LIVINGSTON & Co. Hongkong, July 18, 1884,

KAI PING COALS.

THE following are present PRICES for this COAL, delivered Ex our COAL YARD at CHEFOO

No. 5 Seam Lump - - Ch. Tls. 4.80. No. 5 Seam Small - - Ch. Tls. 3.50. Forty (40) Tael Cents per ton Extra for Boat and Cooke hire if delivered on board Vessels in the Harbour.

E. SHUN & Co., CHINESE ENGINEERING & MINING Co. Chefoo, 15th August, 1886.

Notices to Consignees. INDO-CHINA, STEAM NAVIGATION

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Taisang, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods including Saltpetre are being landed at their risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, at West Point, whence delivery may be obtained. All Claims must be made immediately as none will be entertained after the 11th Inst. Cargo remaining undelivered after the

13th Instant will be subject to rent. No Fire Insurance has been effected Bills of Lading will be countersigned by JARDINE, MATHESON & Co., General Managers,

Hongkong, September 6, 1886. STEAMSHIP YANGTSE. COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES. CONSIGNEES of Cargo from London, Antwerp, Havre and Bordeaux, ex S.S. Cordovan, Frederic Morel and Marie, in connection with the above Steamer. are hereby informed that their Goods -with the exception of Opium, Treasure and Valuables—are being landed and stored-at their risk at the Company's Godowns, whence delivery may be obtained

immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees before 2 p.m. To-DAY (Monday), requesting it to be landed here. Bills of Lading will be countersigned by

the Undersigned. Goods remaining unclaimed after Mon-DAY, the 13th Instant, at Noon, will be subject to rent, and landing charges at 1 cent per package per diem. All Claims must be sent in to me on or before Thursday, the 16th Instant, or they

will not be recognised, No Fire Insurance has been effected G. DE CHAMPEAUX,

Agent. Hongkong, September 6, 1886. UNION LINE.

NOTICE TO CONSIGNEES. FROM LONDON, PENANG AND SINGAPORE

THE Steamship Southwold, Captain Press, having arrived from the from alongside.

The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected. All Claims against the Steamer must be presented to the Undersigned on or before

RUSSELL & Co., Hongkong, September B, 1886.

Shipping. Steamers.

THE GIBB LINE OF STEAMERS. FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN & QUEENS-

LAND PORTS, and taking through

Cargo for ADELAIDE, TASMANIA and

"NEW ZEALAND, &c.) The British Steamship Northern. Capt. Richardson, hav-ing arrived from Japan, will be despatched as above on SUNDAY NEXT, the 12th Instant, at Daylight.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Managers.

Hongkong, September 7, 1886. DOUGLAS STEAMSHIP COMPANY,

LIMITED.

. The Co.'s Steamship Haiphong, . Capt. S. Ashton, will be despatched for the above Ports on SUNDAY, the 12th Instant, at

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, September 8, 1886.

THE SCOTTISH ORIENTAL STEAM SHIP COMPANY, LIMÎTED. The Company's Steamer Captain P. H. LOFF, will be despatched for the

FOR SWATOW AND BANGKOK.

above Ports on SUNDAY, the 12th Instant, For Freight or Passage, apply to YUEN FAT HONG,

Agents.

RUSSELL & Co.,

UNION LINE. FOR NEW YORK VIA SUEZ CANAL The Steamship Devonshire.

Hongkong, September 9, 1886.

Captain Punvis, will be despatched for the above Port on MONDAY, the 13th Instant, at For Freight or Passage, apply to

INDO-CHINA STEAM NAVIGATION - COMPANY, LIMITED. FOR SINGAPORE, PENANG AND CAECUTTA.

Hongkong, Septomber 8, 1886.

The Co.'s Steamship Captain Davies, will be despatched for the above. Ports on TUESDAY, the 14th Instant, at This Steamer has superior First-class

Accommodation, specially constructed to meet the requirements of tropical climates. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, Saptember 6, 1886.

GCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY. Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW. CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

The Co.'s Steamship Capt. THOMPSON, will be despatched as above on TUESDAY, the 14th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, September 8, 1886. CHINA NAVIGATION COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, VIA FOOCHOW. The Co,'s Steamship Captain ARTHUR, will be despatched as above or

WEDNESDAY, the 15th September. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents, Hougkong, September 6, 1886. 1721

FOR SHANGHAL (Taking Cargo & Passengers at through rates for NINGPO, CHEFOO, NEW. CHWANG, TIENTSIN, HANKOW and Ports on the YANGTSZE.)

OCEAN STEAMSHIP COMPANY.

The Co.'s Steamship Hector. Captain Barr, will be despatched as above on WEDNESDAY, the 15th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, September 8, 1886. THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COM-PANY, LIMITED.

Agents.

FOR LONDON VIA SUEZ CANAL. (Taking Cargo at through rates to NEW YORK.)

W. S. THOMSON, Com-mander, will be despatched as above on or about the 20th Instant. .For Freight or Passage, apply to ARNHOLD, KARBERG & Co., Agents.

PRICE, \$2 PER MONTH.

OCEAN STEAMSHIP COMPANY.

The Co.'s Steamship Lacrtes,
Captain Scale, will be
despatched as above on WEDNESDAY, the 15th Instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, September 4, 1885. NAVIGAZIONE' GENERALE ITALIANA FLORIO & RUBATTINO

UNITED COMPANIES. STEAM_FOR

FOR SWATOW, AMOY & FOOCHOW, NAPLES, LEGHORN, GENOA, AND MARSEILLES. (Taking Cargo at through rates to all MEDI-TERRANEAN & LEVANTINE PORTS, ODESSA & ALEXANDRIA;

AYRES (MONTEVIDEO.) The Co.'s Steamship will be despatched as above on WEDNES-DAY, the 15th September To be followed by the Steamer R. Rubattino on or about the 28th September.

and Passage, apply to CARLOWITZ & Co.,

Hongkong, August 28, 1886. FOR SINGAPORE, HAVRE AND HAMBURG, VIA SUEZ CANAL. (Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTER-DAM, LONDON, LIVERPOOL

and BREMEN.)

The Steamship

Capt. W. Schaefer, will be despatched for the above Ports on THURSDAY, the 16th Instant, at Daylight.

For Freight or Passage, apply to STEMSSEN & Co., Agents.

FOR LONDON VIA SUEZ CANAL. The Steamship Captain Hood, will be despatched as above on

For Freight or Passage, apply to JARDINE, MATHESON & Co.

CASTLE LINE OF STEAMERS. FOR LONDON. The Steamship Glamis Castle.

For Freight or Passage, apply to ADAMSON, BELL & Co.,

FOR NEW YORK. The 3/3 L.1.1 American Ship Alexander McNeil.

For Freight, apply to RUSSELL & Co. Hongkong, August 28, 1886.

have quick despatch.

Not Responsible for Debta. Aleither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Grew of the following Vessels, during their stay in Honghony Harbour :-

R. B. Brown.—Arnhold, Karberg & Co. BASH J. H. BOWERS, Amer. barque, Capt. John A. Plum,-Chinese. GALATEA, British ship, Captain William Colville, -Borneo Co., Ltd.

GEORGE CURTIS, American ship, Capt. T. Sproul. - Master. GRANDER, American ship, Captain T. H.

Taylor. -Order. HYDRA, German barque, Capt. C. Binge. -Siemssen & Co.

Arnhold, Karberg & Co. MOUNT LEBANON, Amer. bar'tine, Capt. Chas. H. Nelson, -Arnhold, Karberg & Co. REVOLVING LIGHT, British ship; Capt. J. A. Durkee. - Messageries Maritimes.

Hongkong, September 7, 1886.

Shipping.

Steamers.

FOR LONDON VIA SUEZ CANAL.

SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, PORT SAID,

and also to NEW YORK & BUENOS

The Steamers have sp endid Accommodation for Passengers and carry a Doctor and Stewardess. For further Particulars regarding Freight

Hongkong, September 6, 1886.

or about the 16th Instant. This Steamer has superior Accommodation for Firet-class Passengers and carries a Doctor and Stewardess.

Hongkong, September 3, 1886.

AMY, Commanue, the be despatched for the above Ports on or about THURSDAY, the 16th Instant.

Hongkong, September 4, 1886. Sailing Vessels.

G. W. DAVID, Master, will load here for the above Port, and will have quick despatch.

FOR SAN FRANCISCO. The 100 A.1. American Ship T. F. Oakes. CLIFF, Master, will load here for the above Port, and will

For Freight, apply to RUSSELL & Co. Hongkong, September 6, 1886.

ALEX. McNett, American ship, Capt. G. W. David. - Messageries Maritimes. ANNIE H. SMITH, American ship, Capt.

Evans. - Melchers & Co. HARVESTER, American ship, Captain Wm.

J. D. PETERS, American ship, Capt. G. A. Lane. - Messageries Maritimes. LORNA Doone, British barque, Lynn,-

Suzz, British steamer, Captain Dodd,-

The Co.'s Steamship the 14th Instant, or they will not be re-

1728 Gibb, Livingston & Co.

For Sale.

MacEWEN, FRICKEL & Co. VICTORIA EXCHANGE,

QUEEN'S ROAD CENTRAL.

AVE FOR SALE

STORES.

EX AMERICAN MAIL STEAMER. Smoked HAMS.

Golden SYRUP in Gallon Tins. Assorted SYRUPS. CUTTING'S Table FRUITS.

ASPARAGUS. Queen OLIVES. 5 Sausage MEAT. CAVIAR.

Potted MEATS. MACKEREL in 51b Tine. Eagle Brand MILK. Lamb's TONGUES. Green CORN. Baked BEANS.

LARGE ASSORTMENT

COOKING AND PARLOUR STOVES.

AGATE IRON WARE COOKING UTENSILS. WOFFLE IRONS. CHARCOAL IRONS. KEROSINE LAMPS. NONPAREIL KEROSINE OIL.

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ \$11 and \$12. CUP CHAMPAGNE, Pts. & Qts. @ \$12 SACCONE'S SHERRY. SACCONE'S INVALID PORT. ROYAL GLENDEE WHISKY. JAMESON'S WHISKY. OLD BOURBON WHISKY. HERRING'S OH "RRY CORDIAL. ASSORTED LEQUEURS. DRAUGHT, ALE and PORTER. &c. &c. &c.

THE USUAL ASSORTMENT

OILMAN'S STORES,

Lowest Possible Prices FOR OASH.

Machwey, Frickel & Co.

Hongkong, July 1, 1886. SZEHOP

TTAS FOR SALE SAI KUNG LIME of 11 the Best Quality; always Ready on PRICE MODERATE. No. 17, WING FOONG STREET, QUEEN'S ROAD EAST.

Hongkong, July 26, 1886.

To Let.

TO LET.

FIVE-ROOMED HOUSE at the PEAK, Good TENNIS GROUND attached. Apply to

DENNYS & MOSSOP. Hongkong, January 28, 1886

TO LET.

TOOMS in 'COLLEGE CHAMBERS. Nos. 7, 8 and 9, SEYMOUR TERRACE. Apply to

DAVID SASSOON, SONS & Co. Hongkoug, July 29, 1886.

TO LET.

EIROM the 1st September next, the Commodious PREMISES known as the P. & O. OLD OFFICES, lately in the occupation of the Honokone & Shanghai Bank-ING CORPORATION. For further Particulars, apply to the Undersigned.

E. L. WOODIN, Acting Superintendent.

TO LET.

THE HOUSE in CASTLE ROAD No. 1. Apply to the SPANISH PROCURATION, No. 14, Caine Road. Terms moderate. Possession on the first of the month. Hongkong, February 6, 1886.

TO BE LET.

DROM the First of October, as a whole sub-divided TAE NEW PRE-BANK BUILDINGS, immediately, opposite the Hongkong Hotel's main entrance. The Ground Floor has Two Handsome Plate glass Snor frontages of each 40 feet, and the Rooms of the First and Second Floors are airy, and some of them exceptionally large.

Apply to

SHARP & Co.

TO LET.

NTO. 2. DOUGLAS VILLAS. POSSESsion from the 1st July next. Apply to

DOUGLAS LAPRAIK & Co. Hongkong, May 31, 1886.

TO BE LET

ODOWNS at WEST POINT. LARGE and SMALL Apply to

SHARP & Co. Hongkong, September 2, 1886,

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI. (Taking Cargo d: Passengers at through rates for CHEFOO, TIENTSIN, NEW-CHWANG, HANKOW and Ports on the YANGTSZE.) The Co.'s Steamship

Captain You o, will be despatched as above on MONDAY, the 13th Instant, at 4 p.m. .For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, September 10, 1886. THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY. The Co.'s Steamship Esmeralda. Capt. G. TAYLER, will be despatched for the above Port on MONDAY, the 13th Inst., at 5 p.m.

For Freight or Passage, apply to RUSSELL & Co. General Managera. Hongkong, September 10, 1886.

STEAM TO BOMBAY VIA STRAITS (With option of calling at COLOMBO should inducement offer.) The P. & O. S. N. Co.'s

Steamship places on WEDNESDAY, 15th Sept., at

> E. L. WOODIN. Acting Superintendent.

& O. S. N. Co.'s Office, Hongkong, September 10, 1886. AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISL AND TRIESTE.

(Takinci Cargo at through rates to CAL

CUTTA, MADRAS, PERSIAN GULF, BLACK SEV, LEVANT and ADRIATIO PORTS.) The Co.'s Steamship Capt. A: Ballovich, will be despatched as above on FRIDAY; the 17th Instant, at Noon. For further Particulars, regarding Breight and Passage, apply to the AGENOY of the

Company, Praya Central. O. BACHRACH Hongkong, September 10, 1886. 1747

HONGKONG ST. ANDREW'S SOCIETY.

THE Annual General MEETING of the above SOCIETY will be held in the CITY HALL ON THURSDAY EVENING. the 16th Instint, at 6 o'Clock, to receive Committee's Report and Statement of Account, elect Office-Bearers for the ensuing year, and decide concerning the celebration 1268 of the forthcoming. Anniversary of Sr. ANDREW.

D. H. MACKINTOSH, Hon. Secretary.

Hongkong, September 19, 1886. 1744

Chinese Imp. (Ch. Bank Loan) 1885

Namoa, British str., 862, T. G. Pocock,

Foochow Sopt. 7, Amoy 8, and Swatow ! General .- Docolas Steamship Co. Greyhound, British steamer, 227, T. A Thomas, Pakhoi September 5, and Hoihow 7. General --- ADAMBON, BELL & Co. Fushun, Chinese steamer, 1,504, Croad, Shanghai Septem er 7, General. - C.

SHIPPING.

ARRIVALS. 🦪

September 10 1886 :--

M. S. N. Co. Tamsui, British steamer, 919, Fawcett, Shanghai via Const Ports September 5, General. - BUTTERFIELD & SWIRE. Bormida, Italian steamer, 1,499. Pizzarello, Bombay August 22; and Singa pore September 4, General.—Carlowitz &

Esmeralda, British steamer, 395, G. A. Taylor, Manila September 7, General.-

Thisbe, Austro-Hungarian steamer, 1,818, A. Ballovich, Trieste July 22, and Singapore September 4. General. -- Austro-HUNGARIAN LLOYD S. N. Co. Frejr, Danish str.; 419, Chas. A. Lund, Haiphong September 8, General .- ARN-HOLD, KARBERO & CO.

DEPARTURES. September 10:-Plainmeller, for Nazasaki. China, for Whampoa. Olympia, for Whampon. Rio Lima, Portuguese gunboat, for Macao. Bokhara, for Europe. Neckar, for Shanghai. Stettin, for Yokohama. Espoir, British gunboat, for a cruise.

CLEARED. Rochampton, for Panoroskan. Velacity, for Chefoo. Melata, for Haiphong. Pagio'us, for New York,

PASSENGERS. ARRIVED.

Per Namoa, from 'oust Ports, (2) Misses Pieradorff, and Mc Brewitt Taylor, and 121 Per Fushim, from Shanghai, 160 Chinese. Per Tamaui, from Shanghai, &c., 70 Chi-

Per Bormida, from Singapore, &c., 332 Per Esmeralda, from Manila, Rev. de la Forre, 1 European, and 7 Chinese. Per Thisbe, from Triosto, &c., 296 Chi-

Per Bokhara, from Hongkong : for Singapore, Mr E. M. Satow, C.M.G.; for Penang, Major-General W. G. Cameron, C. B. and Major W. F. D. Cochrane; for Marseilles, Mrs Latham; for Plymouth, Mr S. Northeste. From Shanghai ; for London, Mr L. M. F. Grant, Rav. W. F. and Mrs Hunnex and 3 children, and 1 distressed British subject

Per Neckur. for Shanghai, Messra T. Rich and H. Bieber. The Stettin, for Yokohama, Mr O. Heine-

TO DEPART. Per Thibet, for Yokohama: from Hongkong, Messrs G. Caldwell and C. Mooney. Per Melita, for Haiphong, 20 Chinese.

SHIPPIN | REPORTS The British steamer Namoa reports: Lift Woochow on the 7th inst., and experid fresh N.E. winds and fine weather to Amoy : left Amoy on 8th, and Swatow on the 9th; from Amoy to Swatow, light E N.E. winds and fine weather; and from Swatow to port moderate Northerly winds with fine weather. The Chinese steamer Fushun reports :

Had strong N.W. winds and fine weather

to Turnabout, and from thence light variable winds and fine hazy weather. The British steamer Tameni reports Moderate N. K. winds and fine weather.

The British steamer Esmeralda report. Moderate to fresh variable winds, and squally at times with consderable weather

Per S. S. Gaelic, sailed 21th August :-

CARGOES.

For Yokohama, 3,674 bags Sugar and 225 pkgs. Merchandise; for San Francisco, 19;565 bags Rice, 430 bags Beans, 93 bags Black Popper, 200 bags Coffee, 22 cases Silks, 4 cases Crude Opium, 60 cases Nutmegs, 10 cases Maco, 780 boxes Nut Oil, 118 pkgs. Tca, 2,870 pkgs. Merchandise, and 1 box Treasure value at \$15, 60; for Port and, O., 46 pkgs. Merchandise; for Victoria, B.C., 12 cases Crude Opium and 62 pkgs. Mer-Merchandise; for Honolulu, 151 pkgs. Merchandise; for La Libuta 1, 3 cases Silks; for Acaju la, 2 cases Silks; for Pavaina, 8,101 bags Rice, 376 pkgs. Merchandise, 8 cases Silks and 4 cases Crude Opium; for Callao, 7 cases Silks; for Valparaiso, 3 cases Silks, and 2 cases Morchandise; for Chicago, case Si ks; for New York, 38 cases Silks 378 bales Raw Silk, and 130 rolls Matting: Por S. S. City of New York, sailed Sept 2nd :- For Yokohama, 2,625 bags Sugar and 150 pkgs. Merchandise; for San Francisco, 20,382 bags Rico, 130 bags Beans, 17 bags Coffee, 9 cases Silks, 4 cases Crude Opium, 530 boxes Nut Oil, 100 bales Jute, 100 halés Cinnamon, 140 pkgs. Tea, 2,200 pkgs. Merchandiso and 2 boxes Treasure valued at \$40,260; for Victoria, B.C., 1,000 bag Rics, 2 cases Crude Opium and 1 case Merchandise; for Honolula, 39 pkgs. Merchandise; for Champarico, 5 cases Silks for Punta Arenas, I case Silks and 2 cases Merchandiso; for Panama, 4,204 bags Rico, 188 pkgs Merchandise, 7 cases Silks and 4 cases Urude Opium; for Callao, 3 cases Silks; for Ohicago, 1,1-0 pkgs. Tea; for New York, 25 pkgs. Tea, 2 pkgs. Matting, 22 cases Silks, 10 cases Raw Silk and 72 bales Raw Silk. Per S. S. Iraquaddy, sailed on the 2nd

September: -For Continent, 2,620 bales Silk, 420 bales Waste Silk, 27 bales Cocoons, 82 cases Silks, 94 boxes Ten, 75 half-chests Per Greyhound, from Pakhoi, &c., 72 Ten, 3,06 pkgs. Ten, 312 pkgs. Sundries, 63 boxes Treasure value 228,900 Tis. For London, 65 bales Silk, 299 bales Waste Silk, 11 cases Silks, 315 half-chests Tea, 482 chests Tea and 827 pkgs. Sundries.

POST OFFICE NOTICES. MAILS will close:-

For PANOROEKAN. -Per Rochampton, at 11.30 a.m., on Saturday, the 11th inst. For STRAITS AND BOMBAY .-

Per Zambesi, at 2 p.m., on Saturday, the For NAGASAKI, KOBE & YOKOHAMA Per Thibet, at 2 p.m., on Saturday, the 11th September.

For SHANGHAL ... Per Chi Yuen, at 2.30 p.m., on Saturday, the 11th inst., instead of as previously notified. For HOIHOW & PAKHOL-

Per Greyhound, at 3.31 p.m., on Saturday, the 11th inst. For SAIGON. Per Doris, at 4 p.m., on Saturday, the

FOR PORT DARWIN, THURSDAY IS LAND, COOKTOWN, TOWNSVIL. LE. BRISBANE, SYDNEY & MEL-BOURNE, &c., &c.— Per Northern, at 5 p.m., on Saturday,

the 11th inst. For SWATOW, AMOY & TAMSUL-Por Harpleng, at 8.30 a.m., on Sunday, the 12th inst. For SWATOW & BANGKOK :-

Per Mongket at 9 a.m., on Suaday, the . 12th inat.

Vessels Advertised as Loading.

	Destination.	Vesse's.	Captoin.	Agents.	late of Leaving.
-	Bombay, via Straits		the tell death agency and a rest off degrees at a definition of a second company.	PAOSNO	September 15. at 2 p.m.
-1/1	Bombay, via Straits	Khiva (s)	Daren	Norddentscher Lloyd	October 1, at noon.
- 1	Hamburg, and Ports of Call Havre, &c., via Suez Canal	eckar (s)	W Salinafur	Siemssen & Co	Sopt. 16, at daylight.
	Havre, &c., via Suez Canal London, via Suez Canal	Bellona (a)	No. lo	Butterfield & Swire	September 15.
- 1	London, via Snez Canal	Lacries (8)	Anne	Adamson Bell & Co	About September 16.
. []	London, via Snez Canal	Glaimis Castle (2)	Ally	Landing Matheman & Co.	About Sept mber 16.
	London, via Sucz Canal	G enogle (8)	11029	Ambold Karborg & Co	About September 20.
12	London, via Suez Canal	Kinsow (*)	Therefore	Bussell & Co	September 13, at 5 p.m.
1.2	London, via Suez Canal	Esmoralda (8)	Tayler	Carlowitz & Co	September 15.
1	Marseilles, Genoa, &c	Bormida (8)	(3)	Managaries Maritimes	September 16. at poon
2 2	Marseilles, &c., via Saigon	Natal (a)	Such	Describe Co	Soutember 13, at 4 p.m.
	Marseilles, &c., via Saigon Now York, via Suoz Canal	Devonshire (a)	C 37 D 43	Duranil & Co	Quick despatch.
	New York, via Suez Canal	A lexander McNeil	G. W. David	O & O & & Co	September 14. at 3 p. rg.
13	San Francisco, via Yokohama	T. F. Oakes	Chi.	Duttarfield & Swins	Suntember 14
] ;	ShanghaiShanghai	. Hector (s)	. Batt	Tanking Muthonen & Co	Sentember 14 at 3n m
2	Singapore, Penang and Calcutta Swatow, Amoy and Foothow	Haiphong (a)	S. Ash on	Vern Fot Hone	Sen ember 12 at noon
	Swatow and Bangkok	Northern (s)	Richardson	Date 6 14 & Swins	Sontamber In
13	Sydney and Melbourns Sydney and Melbourne, &c	. Woosung (s)	Arthur	A Destart	Sontember 17 at noon
_ /	Sydney and Melbourne, &c Trieste, &c	. Thisbe (s)	A. Ballovich	O. Dachfach	September 1, at noon
0					
	- 4,		TO D ALTOY A'ET	ONTE	темвен 10, 1886.

	ð.	SHA	RE 1	IST -QUO	TATIONS.		SEPTEMBER 10, 1886.
Stocks.	Nos. of	l'alue.	Paid-	Position PET	e LAST REPORT. Balancec.f'ward	Last Dividend	Closing Que tations,
HANKS. Hongkong and Shanghai Bank Corp.	60,000	3. 126	8 125	\$ 4,500,000 For equali- sation of div.	\$ 111,760.34	£2 div. ½-year toJune 30, '86	
North-China Insurance Co., Ld	5,000	£ 200	£ 30	(\$ 200,000	Tis. 812,639.35		Tis. 275 per share
Yangteze Insurance Company, Ld	8,000	€ 20	£ 25	£ 50,000		Dec. of root	
Union Insurance Society Co., Ld China Traders' Insurance Co., Ld Canton Insurance Office Co., Ld	24,000	§ 83.33	8 25	\$ 600,00	\$ 187 524.75	831 p. sl. /84 20% & annum 10%	\$20 \$70 u ex div. \$87½ u cash
Chinese Insurance Co., Limited			3 200	8 28,711.50	15 4 10	100	\$185 per share
Hongkong Fire Insurance Co., Ld China Fire Insurance Co., Ld	8,000	\$ 21m			The second secon	\$ 7.50 for '84 \$ 6 for 1884	\$432} ii \$88 per share
HK. C. and M. Steambout Co., Ld.	8,000	\$ 100	\$ 100		12,859.74	6 % half year June 30/86	63 % prem., buyers
Douglas Steamship Co., Limited	20,000	-	8 50	3 86,764.10	5 \$ 402.22	12% year end- ing June 3 /85	\$52
Indo China S. N. Company, Limited	18,387 31,212		£ 10 £ 10		£ 4387.5.9	7 % for 1885	par
China and Manila S. S. Co., Ld			all	and .	20	111	25 discount
H'kong & Whampon Dock Co., Ld.	12,500	3 12	\$ 125		6,551.56	10 % half year	\$116% prem., buyers
HK. and China Gas Co., Limited. New Shares.	1,900	E LI	£ 7.10	£ 9,177 3L.	1,527.3.1	bonus for 4	5120 per share
Hongkong Hotel Company, Lt	3,000	10	100		3 1,321.41		
China Sugar Company, Limited	9,000		100 B 20	1	\$ 13,451.5 \$ 1,125 30	1 1 one	\$100 per share
Hongkong Ice Company, Limited Hongkong Bakery Company, Ld	. 500	3 6	\$ 51	\$ 6,00	690 6 1,094.5	6316	\$120 H ex div.
Luzon Sugar Company, Limited Perak Tin Mining & Sting Co	7,000 5,000 2,500	3 5	[All	100	,		810 n } nomina
Selangore Tin Mining Co. (S'hai) Punjom & Sunghie Dua Samatar Mining Co.	40 000		8 8			****	841
H'kong Rope Manufactory Co., Ld H. & M. Glass Manufacturing Co	3,000		0 8 50		First year	6kinter dive	25 discount
A. S. Watson & Co., Limited		8 10	all		8 372.9	6 months	3125, buyers
Chinese Imperial 1881	8,565	Tl. 50	n all	Rates of Int	June 16& Dec. 1	0	par
1004	9700	9 50	O All	8 %	March 15	** ** *** ·	2 % prem

June 30

Ost. 15

Jan. 18

prem.

A. G. STOKES, Share Broker

POST OFFICE NOTICES. MAILS will close:-

For NEW YORK,-Per Devonshire, at 3.30 p.m., on Monday, the 13th inst. FOR AOMY AND MANILA .-

the 13th inst. For STRAITS AND CALCUTTA .-Per Taisang, at 3 p.m., on Tuesday, th 14th inst.

General Memoranda.

MONDAY, September 13:--Goods per Stenmer Yangtsé, unclaimed after Noon subject to rent and landing charges at 1 cent per package per diem 5 p.m. -Auction of Crown Land on the

date subject to rent. Turaday, September 14:-Claims against the Southwold must be

sent in to Messra Russell & Co., on or

GARDEN SEEDS, SEASON 1886.

before this date.

TILOWER AND VEGETABLE S.E.E.D.S.

NOW READY FOR DELIVERY.

A Second Shipmen is expected by EARLY STEAMER. Speciality:

NSYSEE in packets of six-named varieties. FINE SELECTED SEEDS. Prico, \$1.00.

A. S. Watson & Co., Limited, HONGKONG. Hongkong, September 9, 1888.

of E. V. BRENAN, Esq., I.M. Customs, of a Daughter.

At 6. Quai du Yang-king-pang, Shanghai, on the 5th Sept., GERARD NACHTRIEB, & native of Frankfurt & Main, Germany, aged

The publication of this issue commenced at 8.05 p.m.

The China Strait.

HONGRONG, FRIDAY, SEPTEMBER 10, 1886

LOCAL AND GENERAL.

PASSED SUEZ CANAL JUTWARD BOUND :- Prinz Leopold, July 16 : Vorwaerts, Aug. 13 : Cambodia. Rubbattino, 17; Antenor, 20; Glenorchy, Colombo, Palamed, Angers, 27: Amphitrite, Benlarig, Europa, 31; Telamon. Chingwo, Clyde, Sept. 3; Glenfinlas, Hesperia, Claymore, Krupp, 7. HOMEWARD BOUND: - Benledi, Glencoe

tra, Stentor, An orton, Mosser, Laju, Sept. 3; Benalder, 7. C 's steamer Anadyr, left Singapore on Wednesday, the 8th instant, at p.m., and may be expected here on or

W. stmeath, Aug. 31; Djemnah, Elec-

about Thursday, the 16th inst. The P. & O. Co.'s 'extra' steamer Khiva from Bombay, left Singapore on the 6th inst., at 10 a.m., and may be expected here on or about the 11th inst. The China Shippers Mutual Steam Naviga-

tion Co.'s steamship Ningchow, from London, left Singapore on the 5th instant, and may be expected here on or about the 12th instant. The O. S. S. Co.'s steamer Nestor, from Liverpool, left Singapore on the 6th inst., and may be expected here on or

about the 12th inst. The O. S. S. Co.'s steamer Hector, from London, left Singapore on the 7th inst. and may be expected here on or about The D. B. R. steamship Massalia left

Singapore on the 6th inst., and may

be expected here on or about the 13th The Union Line steamer Prinz Alexander left Singapore for this port on the 9th inst., and may be expected here on or about the 16th inst.

ough Singapore on the morning of 1st instant, from Hongkong to Madras and asked Mesars D. Davies & Co to report all well on

THE British steamer Japanese passed thr

MR E. M. Satow C.M.G., the British Reaident in Siam, left here to-day for Singapore in the P. & O. steamer Bokhara. He has just returned from a trip to Japan.

WE understand that the Douglas Steamship Co., have contracted with Messrs Raylton, Dixon & Co., of Middlesborough, for a steamer of about 1,500 tons.

A TELEGRAM was received here this afternoon stating that the steamer Carisbro ke had gone on shore on the 'Chento' Rock Swatow River.

Major General Cameron, accompanied by Major Cochrane, left here to-day in the mail steamer for Singapore, to make his annual inspection of the troops, &c., in the Straits Settlements. We believe Sir Robert Hart has visited the

Gap Rock, where it is proposed to construct

a light bouse, in the cruiser Ling-feng.

There is some talk of another island having

been suggested for the light instead of the

Gap Rock. Chinese boarding-house keepers were this morning fined by Mr Mitchel Innes at the Police Court for unlawfully boarding the steamer Namon. One man been previously convicted offence and fine \$10 was now fined each,

Messas Russell & Co. inform us that the Dn Doberck has at last discovered that a Union Line steamer Prinz Alexander left Singapore for this port yesterday.

THE Hongkong, Canton and Macao Steamboat Co. have contracted with Messrs Ra-Per Esmeralda, at 4.30 p.m., on Monday, mage and Ferguson of Leith for the construction of a vessel specially designed for the night service on the Canton River. She will be 280 feet long, and 40 feet in breadth, and her draft when loaded and with water in her boilers 7 feet. The guaranteed speed has been fixed at 11 knots.

THE three opium excise officers who were charged with extorting money by threats at Shau ki-wan were this morning sen- and other indications of a typhoon having tenced by Mr Mitchell Innes to six months' Goods per Taisang undelivered after this hard labour each, with three hours' or posure in the stocks at Shan-ki-wan on the observed that the typhoon would strike the seventh day of their imprisonment. This coast between Swatow and Amoy. should prove a wholesale warning equeozers.

> MR W. Legge's Chinese gardener, whose reputation as an amateur policeman has been established for some years past, again distinguished himself this forenoon by collaring a peripathetic vagabond who tried to run away with the cover and blinds of his master's chair. The unsuccessful purloiner sentenced to one menth's hard labour, with three hours in the stocks at the scene of the

THE rise in the rates of exchange will no doubt be welcomed by all. We believe this result is due to the appointment of a Royal Commission to enquire into the Silver Question, the announcement of which was telegraphed from London yesterday. The effect of this has been to send the price of ever up to 45d an ounce. When the last mail left silver was quoted at 42d per 1742 ounce, so that there has been a rise of 3d per ounce in a month, or perhaps even less. At Chefoo, on the 31st August, the Wife THE steamer Menmuir, which arrived here Kennedy Road bridge is in a backward yesterday from Australian ports, took back state, so that the laying of the rails will from Kimberley to Port Darwin no fewer bave to be commenced on the upper sections than 200 disappointed would-be 'pros- of the line. We believe that the bridges pecturs.' Most of these men had started crossing Kennedy Road and Plantation

off wholly unprovided, or at least badly Road are to be made by the Government; provided, for the work which was before and that this fact accounts, in some measure them, and there was consequently failure for the tardiness in their construction. The and disappointment. To hurl a miner's | tenders will soon be fixed, however, and the complete parapharnalia in a wheelbarrow fine weather will be a busy season on the 350 miles over an unmade road, as some of High Level line. It is expected that the these men attempted to do, requires more greater part of the work will be finished by than an ordinary amount of perseverance, the end of the year; and that the line will plack and determination, not to speak of be ready for working early in 1887. physical capacity. THE Straits Times of the 1st instant says The Russian Volunteer Fleet S.

Taroslaul of Odessa, 1,090 tons, 450 H.P. Capt. Rogonli, from Hongkong with general cargo and consigned to the Borneo Company, Limited, on coming up to the Borneo Co.'s wharf this morning, through some defect in her engines collided with the S. S. Winsang lying at her berth. The stern of the Winsang'is much injured as well as scheme had been long since judiciously The next FRENCH MAIL, per the M. M. | the bows of the Taroslawl, and some damage has been done to the wharf, Capt Craig Egypt. - Overland Mail. was in charge of the Russian ship but no blame attaches to him. A Chinaman had the lower part of his arm out off in the collision.

> THE Manila Comercia of the 3rd instant says that the steamer Castellano, which left Manila a few days ago for the Coast Balabac for the purpose of carrying on salving operations at the British steamer Compton, wrecked on one of the reefs there. returned to Manila that day without having adopted, on July 27, while discussing the had much success. The Compton was found to be full of water, and it was dangerous t work in her hold, owing to her cargo, which was mostly composed of rice, being in a state of fermentation. Several of the workmen sent down had to be rescued immediately. From the time she was wrecked until a watch could be placed over the August states :- From a reliable corresvessel, the Moros of the neighbouring places pondent in Acheen we received the followhad evidently been active in their work of now in Bukit Sebun, at the residence of pillage, the iron and bronze work about Tunku de Tyroo. Bukit Sebun is on the the deck having all disappeared. Some the pillagers have paid dearly for their hope that the unfortunate captives will plunder as several dead bodies were seen in soon be set at liberty. the hold, probably killed by the foul gas emanating from the cargo. Four days after A TELEGRAM in the Rangoon Gaeette reads the Castellano reached the wreck, a steamer debate on the address was resumed in the without a flag was seen making towards Commons last night. Sir M. Hicks-Beach them, but probably on perceiving that the said, that within the limits of the Union. wreck was not unprotected, she altered her course. The Castellano, succeeded in re- ington said he approved of the Commission covering very little from the wreck.

tary of the Chamber of Commerce a copy of a telegram received by M. Rigoreau, the THE Field-Marshal Commanding in-Chief Acting Consul for France at this port, from the Resident General at Hanoi, announcing Malta, G.braltar, the West Indies, Mauriopposite the English Settlement in the the opening of telegraph and postal offices time and Ceylon to wear white clothing at Chohnyai, Qwanbut and Mytho, in An- similar to that worn by officers in India. nam. The copy is the same as that reproduced in last Saturday's Government Gazette. We have also received a copy of a notice extracted from the Journal Officiel of Saigon of the 30th August, announcing the cording to the corps. Altogether there are position of a wreck off Cape Backs. The about twenty different corps to be diswreck is that of a steamer of which only the mizzen mast emerges about the water from 4 to 5 metres, the main-most having been - A friend at Hankow informs us that on carried away a few days ago. Its position was | the forenoon of August 29th a special telediscovered by Commandant Neil, of the Haiphong (a French packet) on a trip to Ton- Chungking had been expelled in a body quin. The wreck, he says, is in the route from the district, their headman Tong from the East, and from the disposition the people were completely reassured. of its masts, is a real danger to navigation. The following bearings, were taken 50 metres at most from the wreck :- statements which a friend at Chang-pel Morne Taj-ku, N. 39° E. Sommet Bak. lately sent to the editor, of our Chinese ke, N. 32 W.; Morne Cowine, N. 16° W. ; Sommet S. N. 24 E.

WE have received from the Acting Secre-

typhoon is at present meandering about the Eastern Seas. He tells us to-day, after the danger has apparently entirely disappeared from this locality, that there is a typhoon between Formosa and Japan. probably moving northward. This notice, we believe, was issued by him to a limited extent at 10 a.m. to-day, yet it was 4 p.m. before he thought fit to send it to the newspapers, which might and would, had they possessed it, have circulated the information with their 'extras' at midday.

Steamers which arrived here to-day and yesterday report a heavy Northerly swell been somewhere in the vicinity. Some of the Captains believed from what they

A MAN named Alexander Halka, who resides at the 'Four Crown' Coffee Salcon. No. 14, Cochrane Street, was charged on a summone before Mr Mitchell-Innes at the Police Court to-day with using language whereby a breach of the peace might have been occasioned. The complainant was Arthur Warrick, who complained that defendant had written a letter to him in which was taken before Mr Mitchell Innes and he called him a thief. Defendant admitted that he had sent an envelope the same as that produced by Warrick, but said the writing was different. The case was remanded until to-morrow, an order being made to serve in the meantime a subpona on a sailor on the Monocacy. From a certificate handed in by Warrick and endorsed by Mr M. Grote as Acting Consul for Austro-Bungary, it appeared that Warrick had been employed from December until July as a photographer by Pun Woo.

We note that a number of the rails for the Peak Tramway are being stacked at the lower end of the line. Unfortunately the

EVERYTHING was quiet in Chemulpo on the 29th August, when there were six Chinese men-of-war, one Japanese, and the Ossipee in port. A guard has been sent from the Ossipes to Seoul for the protection of the United States Legation Things were quiet also in Secul at that date. - N.-C. D. News.

SIR W. P. Andrew writes a long letter to the Mo ning Post on the menacing advance of Russia upon India, and once more urges the claims of the Euphrates Valley Railway to public attention. We thought the buried. Our best policy is to secure the Suez route, and not to relax our hold on

THE Moniteur de Rume, the Vatican organ. commenting on the present policy of Russia. remarks :- While she is slowly advancing towards the Bosphorus, she is equally advancing by Persia towards the coast of the Persian Gulf and the Indian Ocean. On the one hand she threatens the Indian frontier, on the other she invades China across Siberia. If nothing occurs to prevent all this, Russia is on the point of becoming one of the most colossal Powers, one of the

vastest empires, ever recorded by history. THE Chamber of Deputies unanimously Government to free, as soon as possible, 26,100 Cuban slaves, who are still under the protection of their former mesters. The President, amid loud applause, characterised the incident as ' the crowning of the glorious work of the abolition of slavery.

THE Penang Gas the in its issue of 27th ing by the S.S. Kongses :- Mrs Hansen is West Coast, not more than six miles from Kotts Raja Being so near there is every

Government would do their utmost to promote the prosperity of Ireland, Lord Hartof enquiry the Government proposed appointing next Session. The Country, he said, required rest; he promised to fairly consider the Government measures.

has decided to permit officers of the army The different branches of the service will be indicated by the colour of the shoulderknots-the Infantry of the line having white; the Artillery, blue edged with scarlet; the scarlet Caralry, scarlet and white: and the blue Cavalry, blue and white, ac-

THE Shen Pao of September 4th has this gram was received there from Ichang to the effect that the Christian converts at the Provincial Capital, and the minds of The N.-C. D. Neue from with the above is taken hopes there is no more foundation for this than there was for the untrue contemporary. We heard yesterday that at last advices, things were going smoothly at Chungking.

rency Question.

purchase of new war material. The change cook was asleep in his room. if war broke out. Austria must inevitably other side. take part in it, or consent to see the Balkan self opposed by Austria, Turkey, Bulgaria time of the collision? Roumania, England, and possibly Ger-

mark in some emphatic way their sense of position. Liberals should in a body rise and walk out.

telegram received yesterday announcing starboard side of the pillow. expected from him.

THE Osservatore Romano, the official organ of the Vatican, comments in severe terms upon the opposition which the Vatican has met with from France in this matter, and in a detailed account of the negotiations makes the following statements:—1. That the Vatican abstained from taking any decision before informing the French Government, 2. The Vatican declared to France that it would not interfere in matby previous engagements. 3. The Vatican formally expressed to the Chinese Government its desire that existing engagements between France and China s could be maintained. 4. It was also declared that the present action of France in China would be respected by the Holy See. 5. It was added that the Pope specially intended that the representative of the Vatican and the French Minister should harmoniously exercise their respective action. The official organ proceeds to point out the difference between the conduct of Portugal in the matter of the Archbishop of Goa's jurisdiction in British India and that of France in Chiga, and adds that between the Holy See and France no precedent exists limiting the ection of the Pope, nor has any religious these cases, and he submitted to him that looking at the master of the junk who was privilege been accorded by the Popes to France in China.

THE EARTHQUAKE IN AMERICA. General Kennedy, the U.S. Consul General at Shanghai, placed at the disposal of the Shanghai papers the following tele- of the statute. He would refer in summing gram, with reference to the earthquakes in up to one particular case which not only The junk would have a capacity of 50 to main rigging when I saw her. I could not say America, received by him :- Charleston facts that were very remarkable as illustratprincipal sufferer, city seriously injured, ling the facts in the present case. The the day-light whether it was lit or not. To I went into the gig to go to the junk. forty persons killed.'

SUPREME COURT. IN ADMIRALTY.

(Before Sir George Phillippo, Chief, Justice with Captain H. G. Thomsett, Harbour Muster, as Ansessor). Friday, September 10.

THE COLLISION BETWEEN A CHINESE JUNE AND THE THIBST. The hearing of the action raised by the Captain and crew of a junk against the S.

S. Thibet was continued to-day. The Acting Attorney General, instructed by Messrs Wotton and Deacon, appearing for the plaintiffs, and Mr A. J. Leach, instructed by Messra Sharp, Johnson, and Stokes, the defence.

years. I remember leaving Tameni about thereby hoping to lessen the force of the o'clock to 3 o'clock I was in the chart had elapsed. The second engineer came British deliberative Assembly. daybreak on the morning of the 11th June. collision. There would be considerable room. I looked out in the lower bridge down after me. There is a hood put over Early on the morning of the 12th about one evidence given as to what took place after occasionally during that time. We expected a steam pipe which is crushed flush with one parts of the Colonies expressing approval o'clock I went on deck. There was a light the collision, but he did not intend to go to see Turnsbout on the star-board bow. burning at the corner of the stern of the into it just now but would place Captain The currents are very uncertain and junk on the port side. I remained on deck | Mudie in the dock. for three hours. I heard On Ho report Captain Mudie said-I am the Captain of times on the other. If I had seen it on the vessel struck. a light bearing down from the N.E. the Thibet. I have a master's certificate, got port side I would have been 10 to 15 miles The lamp was burning all the time. It 10 years ago. The Thibet has been employed out. If the sails had not been edge on I burns till daybreak. On Ho said it must during the last few months carrying mails | could have seen them at about } of a mile be the light of a steamer. He reported the and cargo between Japan and Hongkong, distant. We were coming down at the matter to the Captain, who called all the I remember the 12th June. I was on a rate of 12 knots an hour. We had always members of the crew. The Captain said it voyage from Nagasaki to Hongkong. I was must be the light of a steamer and ordered on deck in the early morning. I went on the members of the crew to burn paper the bridge at 10 o'clock and slept torches. The light was about 8 or 9 lis off and on in the Chart Room till distant when I saw it. It was high up and 3.30, when I went on the upper bridge right angles. The main sail of the junk ed as if some planking had been carried coming from the N.E. I only saw one to see the state of the weather and look for was rather free not close on. If we had away. light, until the steamer was about to collide Turnabout Light. The second officer. Mr with our junk, when I saw the red light and Dabbs, was on watch on the bridge. About heard the whistle sounded. We burned five or ten minutes after I had looked at been in such circumstances before and I

cabin close to the joss house. I did not fore I asked the second officer to take the look at the clock, but I asked the time from sounding I could see no light on either those who were going on and in to the cabin. side. At that time I virtually relieved the I was sitting beside the man at the belm second officer on watch. Before the officer when I heard On Ho say there was a light, left he had a good look round. Shortly I had been sitting there from one o'cleck. after he left I saw this junk. When I idea the junk was going S.E., for I would Lum Kan Sai was at the helm during all went on the upper bridge it was overcast then have seen the sails. I was five feet that time. On Ho first called out there was and cloudy. The wind was about N.E. We higher than the man on the look out who a light, addressing no one in particular. He were under steam and sails. We had all sounded the gong. I had my glasses.

According to a telegram in the Indian remained for a minute or two to see if it the square sails set. The clews of the large Ocean-going Steamers which ab light in gardens and houses were built upon

onduty. I know nothing about the two nien | of the daylight when I not close to her I | I watched the junk, but could not say that who were lost.

during my watch, came on deck at 3.30.

charge of the rudder, one on each side. The Officer came back and reported and I of the junk then. The daylight was break-There was one steering and one sitting hauled the boat in as the sea was rough and ing when we saw the junk again. I went down. When the steersman was tired he it ran the risk of being knocked to pieces, in a boat to the junk. The crew consisted

The Chief Justice—So that any one who is on watch or at the helm may leave his post if he can get some one to take his place. Witness-Yes.

Mr Leach, in opening the case for the destatement he could make, so he would not | hove under the stern we could see that at her, being alongside for ten minutes ence to the Preliminary Act of the plain- our stern. My No. 1 gig-boy acted as hour and then we hauled the junk close to they turn round and charged the defendant I asked if they had gut what they They had opportunity to bring all their judgment against you. with a breach of certain statutory regula- wanted out of the junk and offered to stay clothes on board. Most of them brought laid down the law, but contained certain be stated in the evidence was shortly this:on a voyage from Nagasaki to Hongkong. was proceeding down the Formos: Channel There is a dent on the casing of the steam and been carried away. I had rather h vi- sition have resorted to all sorts of tacties to steering due S. W. with the wind due N. E. pipe. I would not swear that the dent was gorous work to get the Chinamen back to oppose the measure and 'Stonewalling' has and with all her square sails set. The Captain was on the bridge and there were old and rotten. I have been over 30 years collision nothing whatever was seen of the moment the junk was seen by on the look-out, the gong was sounded Wong Cha said—I was a sailor on board He thought it best under the circumstances If the lamp had been by itself I should The time was 3.54. I told the engineer to for a more disgraceful scene was never the Kum Hing Time junk for three or four to give orders to stop and to port the helm, not have expected to see it. From 10 enter 3.54, judging that about half a minute witnessed within the walls of any modern

the torches about half an hour. I lost the state of the weather I asked the second everything except what I was wearing. officer to sound. I did not see the light at Cross examined There is a clock in the that time; I looked on all sides for it. Be-

scurrilous manifesto which he issued to the he was stooping down and the bulwarks after the other as fast as I could give them. part of the log. electors of Paddington. There is no idea of prevented him from seeing the light: Ac- When I gave that order I did not think I The Acting Attorney General-In the log without them. Mr Gladstone. One mode of doing this member that Lum Kan Sai had said he was checked her weigh, but the junk would have that written? which has been suggested would be that standing on the starboard side of the rudder, have got under our bows. I then thought Wing Kwa, sailor, said he was sleeping and tying to save life. From the clerical error. Another is that he should be met with on the morning of the 12th and was awoke by time I first saw the junk till the persistent cries of 'Apologise' the moment | the Captain and steersman saying there was | moment of collision from 35 to 45 seconds | order in the log is hard-a-port, sounded he rises to speak. It really does not matter a light on the N.E. side. He got up and saw | elapsed. I did not look at the clock. We steam whistle, stopped engine. what form the demonstrations takes, but the light. The light might have been seven have one on the bridge. I saw the collision some means should be adopted to make or eight lis distant. It was dark; he could myself. The stem of the jank struck our apparent to the noble lord and the country | not see distinctly; he saw their lamp burn- port bows just by the spare anchor. There the sense which they entertain of his con- ing; they burned papers for a short time. is a mark left. I examined the bow of the Cross-examined-I saw Lum Kau Sai at . Thibet on arriving at Hongkong. I have no the helm. There was another man beside doubt about the point of contact. If we bridge because of the uncertainty about paying the money. This situation in Achden shows no im- him, sitting down. The flare up lights were had struck the junk with our stem just by meeting the lights of Turnabout. I provement. The Java Bode of the 27th burned on the top of the cabin. I do not the foremast, we would have cut the junk understand the difference between hope said—These bills are not receipted. All pust although there are not wanting signs Ministers represented to Mr H. Thirkell August draws the following picture of know how long they were burned. I do up almost without a shock. After the colli- and expect, but I am not prepared to give bills sent out for collection in Hong ong that better times will be met in a few White, Secretary to the Chief Commis. affairs there :- In Acheen matters are still not know anything about time. I do not sion took place I put the helm amidship a definition. in an unsatisfactory state. Tunku Umar's know what a minute is. We found on getting which would help to let the junk clear our | M. J. Dabbs-I am second officer of the the money. There is no Chinese receipt on screw on pretty tightly and those unable to repair and strengthen the bund. It is captives have not yet regained their free. on board the steamer that there were only stern. She struck several projection on the Thibet. I hold a master's certificate. I have these. dom. A very unfavourable impression has seventeen men saved, so we must have lost side of the steamer. The platform of been about 15 years at sev. I am 27 years been made on the public here by a Reuter's two. The steersman was standing on the the gangway tore the rudder. The of age. I remember the morning of the formast was knocked over by bumping 12th, I was on duty from 12 to 4. I walked out the bills. that in the First Chamber the Minister of | Lum Foi-said-I have been a sailor on against the side of the vessel. I had no about on the middle bridge. The weather Colonies in reply to an interpollation stated | board the junk for five years. I was 'on | intention of sbandoning the junk. They was overcast with frequent showers of rain | that he had left the bills at defendant's house | (Mr Thomas R. Hogg) ommitted suicide instant, the bund was known to be in a that he was determined to maintain the watch on the 12th from I o'clock to a little flared up a torch after I had blown the There were no stars the wind was N. E. policy of the Government in Atchin; he after 3 o'clock, when On Ho relieved me, steam whistle. By the shock all the lights We were steering 8. 45 W. I was about to he would bring the money to the office. He to have met his creditors the same morning, I to have met his creditors the same morning. It will be impossible to repair the breach was convinced that it would lead to satis. I then went to sleep, but was shortly after. were put out. As she went alongside I did sound when the collision took place. The had never received the money. In answer but shortly before 10 o'clock be was found until October; if the river falls nine feet. factory results and declined to be respon- wards awoke by the said in the dead in his office. She was under the orders were given to make 3.45. The Cap- to defendant, he said lie did not give the dead in his office. sible for any change of policy. Here on deck and saw the people on boats. I could not see her well. I kept tain came on the bridge about 3.30. Up to bills to defendant personally; he gave them | The new tens have so far not commanded from water, but until October the lower where it is notorious to what a wretched junk burning papers and I saw the stern her in sight for some 200 yards. When the time I left the bridge I had passed a to a man who lived in defendant's house. | very favourable prices. | Speaking of the districts must remain flooded. condition our brave army is reduced within light. I saw also the light of a steamer. | she was astern of us I could not see any | steamer at 2 o'clock and a vessel with a white the ring fence of detached forts, where we | Cross examined - The watch always light bout a o'clock. Betw-en 3 o'clock. Betw-en are aware that longer stay in that disease lasted two or three hours. From 1 to 3 shorten sail and turn about. Up to the pre- and the time I left the bridge-I-observed he had paid the money to a man named change this season ruling in buyers' favor, can yet be made. Monsiour Garanger is stricken district must lead to the total o'clock while I was on watch I was on wa destruction of our forces by beri-beri, to and fro. Lum Kau Sai was standing at We ran about two miles back to the junk. | we were about 25 miles to the N. E. of | receiving in return the hills produced which | price of the new teas, it must also be borned his timber having been carried away. which is spreading unchecked and carrying | the helm on the starboard side. After the | When we first saw Turnabout, we were going about 12 knots | he considered regular receipts. He believed | in mind that freights, on the other hand, The people have behaved exceedingly off victims wholesale; where we know that, collision we did not attempt to collect our 14 or 15 miles from the place of collision, and order has been preserved during after the calamitons introduction of civil clothes; we were afraid the steamer would and that was after we had towed at my watch to see the time for money which was owing to him, was now advance of about 10s. per ton. At the all the excitement and confusion. rule there, the spirit of the troops has been | not come back and we set about discharging | men on board. It took about 20 or | sounding. The time was 3.50 I had hard- out of the Colony. demped by the concentration policy, the the junk; we were afraid for our lives and 30 minutes to turn the vessel. I had to ly got my watch back into my pocket resolution come to by the Minister is de- thought nothing about our clothes. I took go slowly to find the junk. I saw the when I heard the whistle sound and that the cata- waters, for after that there will be great plored, though nothing better had been with me when I went on board the steamer junk again about 4.80. It took some graph go. I ran to the port side of the nothing on them about a shruff's signature logue was withdrawn. Biddings opened danger of fever and cholers. a woollen jacket that I used to wear when time to get close to the junk. By the help ship and saw the junk pass along the side.

His Lordship was very familiar with till they had got what they wished. I was bundles with them. or two miles off. I examined my bows. not there before. The junk looked very the junk.

sometimes it is seen on one side and some-

the same bearings. If we could have seen the junk 10 minutes before, the sails must have been edge on as when we saw her. The steamer and the junk struck about seen her about one-third of a mile off, we would have avoided the collision. I have have seen that the junks beloed themselves.

I was in hopes the junk people would help themselves. I did not expect them. The Acting Attorney General-What is the difference between hoping and expect-

Mr Leach-A great deal Captain Mudie (continuing) -I had no

was really the light of a ship and then went sail were hauled up the night before, than the man on the lookout in the case before his Worship went i to the list, sorbs a great portion of the intercolonial it, in fact it became a favourite suburb of Bart M. P. will be appointed Chairman of and told the Captain and the steersman. I There was nothing to obstruct the view for- kind of weather there was. It was He said this action was brought by Mr Bain, trade. The result of this action of the the city, where many of the Burmese the Commission to enquire into the Cur- heard hier-call the Captain. Tang Tong ward. The sea was not calm. The bridge overclouded and there was a haze proprietor of the Unions which magnates, including the Kinwoon Mengyen. was on the second watch with On Ho. He was wet when I went on it. The day be- I saw the flare-up lights about four or tive Mail, against Tam Yik Kiu, the former are very strong-will compel all Ocean- limit their quiet retreats. It is questionable, was forward when the report of the light fore it rained continually, gradually lessen seconds after the whistle was sounded. I lussee of the Chinese Mail, for breach of going steamers manned as they are by however if the reclamation of this land THE Daily News Constantinople correspon was made. The collision took place at ing off towards night. The moon had set at tried to give the order to the helmsman, agreement dated 1st September 1881, un- cheap labour to abandon the coast was roully a pobic benefit; in farmer dent gives currency to some disquieting four o'clock. We were taken on board the two o'clock and there were no stars visible. sound the which defendant leased the Chipese trade. You may remember that this days it was annually flooded by the runours arising out of a general feeling of steamer at seven or eight o'clock. During I saw the junk about three points on the telegraph all at the same time. The cover- Mail from Mr Bain for five years. unuasiness caused by the alleged prepara- that time we were throwing away the coal port bow. There was not sufficient light ing over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushed in by the line over a steam pipe was crushe tions of Russia for war. He says :- The to lighten the ship, as the Captain of the which required no Russian rouble has fallen considerably in steamer had not answered our cries for she was off. She might have been 2.0 or should say the junk was going at five knots saying he could not listen to a statement of submit to a reduction in their wages, and manure and scarcely needed to be touch. value. The massing of troops on the help. We did not drop our anchor and the 300 yards more or less. I first saw the an hour. She was made of very inferior the plaintiff's case to the prejudice of de- I believe the S. S. owners will be well su- ed with the plough. Here the most Armenian and Bessarabian frontier con- sail remained set. The foremast of the junk | foremast and mainmast, I thought to have wood and would not make much mark on | fendant. tinues. Turkov has countermanded the had been carried way and we could not move. seen the sails first but they were edge us. Neither before the occlusion burma is capable of producing were grown further disarmament of her troops, and is There were about ten men on deck when on to me so that I could not see them. distelyafter did I reverse the engines. I was was that the type had not been kept up ac. of outside competition. Should the matter by a numerous and prosperous peasantry, spending every available plastre in the light was first reported; at that time the The first thing that was done was to blow told that it was the ganway railing that out be settled amicably the fight will be a who were dispossessed to make room for the steam whistle. About the same time I the rudder of the junk. If our stem had him that this was not a case which his severe one and the consequences disastrous. wealthy officials. Kindly old Mindone of Ministry in England is regarded as likely | Re-examined-Lemember well that the heard the gong go at the bow. The gong struck the junk it would be necessa- The shipowners wish for a conference and to Min acted with the very best intentions. to precipitate a general European struggle, steersman was standing on the left hand is for saving ships or lives. One stroke whatever it come in contact with. The how ry to make an examination of the type; and the belief among diplomatists being that, side of the rudder. I was sitting on the indicates the port, two the starboard and of the junk was carried away or crushed up he would therefore ask, if Mr Bowles would three right ahead. I heard the gong to the bulkhead. The junk struck us consent, that the case should stand over for The Chief Justice-Lum Kau Sai said he sounded. I cannot say whether the whistle about 60 or 70 feet from the bow. If a week to see if the matter could be arrang. frauding the Railway department to a con- ing Mindone Min's lifetime, this embank. Peninsula come entirely under Russian went to the rudder at 3.30; why do you say or the gong was sounded first. There I had gone full speed ahead we would ed by arbitration.

influence, and that Russia might find her. he was at the rudder from 1 o'clock to the was a Chinaman on the bridge with me. have cut her abaft the mainmant and Mr Bowles said he could not consent to £200,000 by falsifying way bills. Perhaps year, before the river rose, it was He is the bridge look-out. He did not see | would have smashed her. I could not arbitration. He had no objection, how-Witness-When I was there at one the junk first. I sounded the whistle to have passed her clear if I had starboarded, ever, to the case standing over. The case o'clock he was there. He might have been warn the junk and sounded one blast to in- The junk had no hatches. It was quite depended more upon the legal construction closed which shows that the work of the dermine it. But Theebaw cared for none relieved between that time and 3.30, but he dicate going shead. I stopped the steamer open from the hull to the forenest and the of the agreement than anything else. THE London correspondent of the Leeds was at the rudder at 3.30. He might have at once as soon as I got to the seams of the coal did not seem to have been Mercury writes :- There is a strong desire been relieved, but he always remained near | telegraph. Only about four or five | touched. There are three logs, the official among the members of the Liberal party to the rudder. I would have seen if any one seconds elapsed from the time I log, the ship's log and the engineer's log, of the ground of arbitration, as one of the The case is still proceeding as against one gleeted since the old King's death, and its make a demonstration against Lord Ran. relieved him, and I saw no one relieve him. saw the junk till I gave the order by the which there are deplicates. There is no breaches of the agreement was that Tam lira (Wright, Health & Co.) the head of condition has become gradually worse, indolph Churchill's leadership of the House I saw the light when I stood up. The telegraph. I also gave the order to port rough log with pencil marks. All is put Yik Kin had removed from the office the which firm. Mr F. A. Wright, was Minister til its gradual decay culminated in the disof Commons, unless he apologises for the steersman could not see the light because the helm. These orders were given one down in ink. I give the directions to fill up books of the Chinese Mail, and the business for Works in the Stuart Government and of laster of Monday night last. Between six

offering any general opposition to the pro- cording to the Chinese law the steersman would avoid the junk. I gave the orders book I see the following- At this time a gress of business, but there is undoubtedly must always remain by the rudder, and the to lessen the blow and almost simultaneously adjournment. You enunt get everything | We will soon be called upon to celebrate | thousand houses stood. The depth of waa widespread wish that the Liberals should Captain had told him not to move from his slip along our side. She was too close to us the vessel drifted past." I see the word your own way. What am I doing? I am our hundredth birthday, and the question ter varied from four to twenty feet; in the to avoid the collision. If we had ported drifted is crused and the word 'almost' beginning at the bottom of the list inscead as to how this shall be belittingly done is bazaar it was about four feet deep. The Lord Randolph Churchill's conduct towards | Mr Leach said His Lordship would re- the helm and reversed this would have has been added. Did you give orders to of the top. If you can arrange with a view engaging attention. It is generally con- whole stretch from Merchant Street to the

the first time he rises to address the House whereas witness put him on the port side. It was a question of not sinking the junk terms. The word drifted is evidently a the merits of the case just now. Let it one naturally asks where the ments of the case just now. Let it one naturally asks where the ments of the case just now. The Acting Attorney General-I see the

> contrary order. (continuing) . The junk scription to his paper. Defendant produced be a far more substantial structure than out into the river. It is believed that would have had time to light the torches two bills signed by plaintiff and also by a | that of 1879-1880. So you see we have many of the dead are still confined in the

after the whistle was sounded.

By the Court Lum Kau Sai was steering the junk in command of the second officer look on board. I could not see any light. Witness-There were two men took board if nothing serious was the matter. | turned to the bridge. I could see nothing |

rudderless and there was no place for small junk. The wood seemed decidedly you. ward to bind a rope round. I have her rotten at the place where the bow was close under the stern and took the men on smashed. I did not think she was in a board. In the meantime the crew of the sinking condition when I got to her. detain the Court with longthy remarks. He | the coal had not been touched. The I reported the matter to the Captain. Wo would refer to one legal point with refer- junk was about twenty minutes under towed the junk for about a quarter of an put out a proper bill. that they had not the regulation lights, but spoke myself to them through this man, helped to pull the junkmen on board.

.Oross-examined—We expected to see the law was that the plaintiffs could charge sitting on the deck and he nodded as if he Turnabout on the starboard side. I was defendant with a breach of general maritime | understood what was being said to him. | looking all round. We were burning Takalaw and not with the breach of any hard Judging from the state of the junk when sima coal, which generally gives much and fast rules. There must be some reci. I saw her under my stern I should say she smoke. I was about to sound on the starprocity. The plaintiffs had not the right would have kept affect for three hours. board quarter when I heard the whistle there appears to be every probability of its to come and say 'We can do what we My orew were ready to give them every sound. I went to the port side, not straight please, we can carry a small light, but you assistance to take their effects on board over but somewhat ahead. I did not see must do everything according to the letter I saw the men come on board. They had a lithe junk come into collision with the ship. little bundles. The master had his Joss. She was alongside the steamer about the tion. There can be no two opinions as 70 tons. The junk had two masts. The whether the foremast was broken then or not. lantern was at the stern. I could not say in I saw no lights. I do not know when story on behalf of the Thibet as it would me it speared the junk had no bulwarks only We could then see the junk plainly. It was Government side of the House, and they raised water-ways. If the junk had had a about half a mile distant. I saw a mass of On the night of the 12th June the Thibet, light or flare-ups we would have seen it one rotten wood hanging where the bow had is owing to their recognition that the mea-

two watchmen on the look-out. Up to at sea. I have been directly on the coast the Thibet. I was not on duty at the time nine weary hours, in the weariest possible within a very short space of time of the for three years. I could not have avoided of the collision. I was in my berth. I was manner, and the Government in order to the collision. About Formosa the junkmen awoke by the sound of the whistle. I frustrate this move held a continuous sitting junk and no lights at all were visible. The are very indifferent about lights, the greater | did not get up at the moment. I thought of 54 hours from Thursday night till Sunday half of them have no light. We keep regn- it was the whistle for fog. I rose in morning. The Opposition being strict Sablar look-outs which are doubled if the less than a minute and saw the stern batarians! walked out of the Chamber in a with the time it was seen by the man weather is bad. The weather had been of a junk go past my port. I saw one and the whistle blown. And at the same | Cross-examined-The lantern I saw on the were standing, I then went | below to she twofold sin of desecrating the Sabbath time that he blew the whistle the Cap- junk was like the general pattern of lamps the engine room. The engines were and sneaking in Protection. Both sides the side of the ship. I draw the chief officer's of Mr Gladstone's Government of Ireland attention to it when we came to Hongkong, Bill, and judging from the tone of a large

Cross-examined-I heard the whistle and Colonies it would have passed by a very then the telegraph. It was the stand-by large majority. A meeting was recently I hear that Messrs Botterfield and Swire bell that made me rise. I saw the junk held in Sydney at the Masonic Hall, which just six or seven feet shead of my port. It was packed long befor- the time announced takes about 4 of a minute to stop the engines for commencing proceedings and hundreds About a minute elapsed between my hear- that could not gain admission filled the ing the whistle and the stand-by bell. I did not think it was a severe blow. wood of the junk seemed rotten. It seem-

. The Court was adjourned till 10.30 tomorrow morning.

IN SUMMARY JURISDICTION. Before His Honour J. Russell, Preisne Judge. Friday, September 10.

GEO. MURRAY BAIN P. TAM YIM KIU. --ALLEGED BREACH OF AGREEMENT. Mr Mossop, of Messrs Dennys and Mossop, appeared for the plaintiff; and Mr and Deacon, represented defendant.

to settlement either by arbitration or other. ceded that we ought to have on Fixhi. Bund is covered with water. Steam laun-Captain Mudie-I did not dictate the wise, well and good; but I cannot go into bition, but in our present depressed state ches ply along B. Road; and in A. Road come on in the usual way.

R. FRASER SMITH R. A. J. ADAMS, SC. Captain Mudie-My oridence showed the Telegraph, sued defendant for 86 as sub- show in order. The building will have to and many corpses have floated through it Chinese in his employ named 'Akit' in very little time to decide, and if we do not house, the people having been drowned in Re-examined-I went up on the upper English which he said he had received on make haste Victoria will certainly take the them before they could escape.

Plaintiff, after examining the receipts, Business has been very dull for some time Kinwoon Mengyes and other Burmese

His Lordship—Who is Akit?

being required.

who was to report to me. He had the man I went on the bridge and the Captain gave in this case has not been paid. Downing crop teas ex first arrivals. In all some 271 had Mercury, writing on the 31st ultimo. The Chief Justice—Lum Kau Sai says he | who had come on board the steamer with | order to shorten sail. That order was car- | lus deceived you, and it may be very hard | 1-chests were knocked down at 9]d. to 1s. him and had instructions to put him on ried out under my supervision. I then re- upon you, but you must pay over again. 4d., and 384 boxes at 114d. to 1s. 4d., duty tide ever known at Taku Bar 29 feet,

shroff's signature is required. His Lordship—You will have to bring me ! cheaper here than in China. called another, man to help him and when I then put the steamer alongside the junk of the China gig boy and man who had absolute evidence that the man has been I the Sabbath in this part of the world is it. Great misery exists among the poorer ters in which France and China were bound the watchman wanted to smoke he called sud took her in tow. We towed her for come on board. I had instructions to paid. It is clear, if you are telling the not kept with that strict observance it was class; many, it is said, have thrown them. about half an hour and it took about half examine the junk and put the man back on truth, that Downing has deceived you. If wont to be by our forefathers. It is true an hour to get the men on board. We cast the junk. I found the foremast gone, and he comes back you will be at liberty to claim the Hotels are all closed on that day of the

> will next require all the reporters, clerks | the law and being subject to all the given was far more important than any junk gave no assistance. When she was had amply opportunity to look at receipts. He has his name on it, Akit's but as Britons we cannot tolerate being name, and now he requires the shroff's. I robbed of our beer, so if we cannot enter

> tiffs. They said in their Preliminary Act interpreter with these Chinamen. I the ship and took the men on board. I That man says the bills have not been paid strikingly more sinful than the rest of the and you can ot contradict it. I must enter | world, but on Sundays our Mu come and

NOT S FR M SYDNEY,

(From Our Correspondent.) Since my last the great topic of conversation here has been the new tariff, and and the Theatres filling, so oudeavours are passing, in which case this Colony will be committed to the baneful policy of Protecto its Protective tendency despite the Government's assurances that it is sought to

Every Protectionist is to be found on the

be imposed for revenue purposes only.

do not seek to disguise that their allegiance been. The bow must have filled with water | sure embodies their pet policy. The oppobeen the order of the day. One member W. W. Wilson-I am chief engineer of has earned notoriety by wearily talking for body as the clock struck the hour of mid-Monster meetings have been held in vari-

and said it was probably there where the section of the Press. I believe that if the measure had depended on the vote of the street. Many of our leading men, includ. ing Sir Patrick Jennings, the Premier, took part in the proceedings, and resolutions were unanimously passed endorsing Mr ing information regarding the bursting of Gladstone's policy. At the Orange demonstration which took place subsequently an endeavour was made to show that the meeting at the Masonic Ball did not fairly risen higher than ever known before.

meeting has not been questioned.

submit the matter to arbitration.

some of our large carrying firms for de- intended to confer upon his people. Dursiderable amount roughly estimated at mont was properly looked after; every the amount is exaggerated, but however overhauled, and strengthened where the that may be a state of affairs has been dis- | wash of the current threatented to un-Rullway department has been carried on in of these things, and preferred s onding Mr Mossop said that he could not con- a very loose manner when such wholesale his money in a more selfish fashion; and sent to an adjournment otherwise than on frauds could be perpetrated with impunity. so the bund has been completely neof the office could not well be conducted course had the Railway department under and seven c'clock the embankment burst, his control. Since writing the above the and the invading water quickly submerged . His Lordship-It is you who want the accused have been committed for trial.

Plaintiff, as proprietor of the Hongkong so I think we will soon be busy getting the Southern embankment to let the water out, wind out of our sails.

are signed by the shroff when he receives months. The Banks have been putting the sioner, the urgent necessity there was to bear the pressure have had to succumb. believed that Mr White sant this recom-There is an air of distrust pervading busi- mendation to Captain Adamson, as Deputy Plaintiff-That is my clerk, who makes | ness circles and meetings of creditors are Commissioner; this, however, is not certain, of everyday occurrence. One well known At all events, nothing was done,—no money Plaintiff's shroff was then called and stated and much respected merchant of this City, was spent, - although, on the 15th and 16th in May and June, and defendant told him on account of financial troubles. He was dangerous condition.

Defendant admitted he had not paid any first sales the Telegraph says: While due The destruction of property must have opening sales at Measrs Harris and Ack- The consequences of the catastrophe will Continuing he said-These receipts given man's yesterday morning, comparatively not end with the mere subsidence of the slack, and continuing languid, sales were His Lordship-It does not always follow hard to force. A large attendance of the saw the lantern at the stern. I sent a boat to I saw her till she passed. I had a good that because a man has receipts for money trade was present but buyers were shy. that the money has been paid. The money | prices ruling lower than ever before for first

Defendant-But my Lord, plaintiffought paid. The disparity between prices paid in The freshete are not so strong and the wato have stated on these receipts that the China and realised here must soon make ter in the river has fallen more than a foot. the trade aware that teas can be bought From N. E. to N. W. from here and around

her adrift at six o'clock, because she was the bow stayed in. It appeared to be a from him. I must enter judgment against week and no one can induige in the social glass, unless they provide themselves with Defendant-I suppose Mr Fraser Smith | supplies during the week, without infringand composit as in his office to sign his pains and penalties in such case provided; try the back. It is not, however, in the this. His Lordship-That is a different matter. I matter of Sunday drinking that, we are Libraries are open; we have our Sunday trams and trains, our 'down the Harbour' Excursions, our Sunday pienies, our Sunday afternoon concerts, and at night our theatres are filled by non-Church goars who congregate to listen to lectures on everyday subjects. The Churches are emptying

> being made to close the latter. A remarkable feature of life in Sydney is the motley open air gatherings on the Domain, where Stump Orators hold forth upon every conceivable subject; -politics, religion, Athesim, and teetotalism are amongst the topics debate!. Many of the orators are blossoming M.Ps.

One new Governor is very popular and is endearing himself to all by his practical philanthropy. He takes a lively interest in the sports and pastimes of this sportliving community and is about to become a patron of the turf and keep a Racing Stud. The names of several of our public men are amongst those selected for receiving the Queen's Bir hday honors, and although titles are derided by the majority of the people in this democratic community there are yet to be found handreds who covet the distinotion. Mr Dalley, who was Attorney General in the Stuart Government and who was the prime mover in sending our Boys to the Soudan, has been made a member of rather bad that night but was getting better. of her masts hanging over. The others night, leaving the Government to commit Honorable. He very recently refused a F knighthood, or as one of our funny papers for tain had to make up his mind what to put on Chinese boats. The junks general just stopping. They did not make half of the House have reason to be thoroughly Dalley, Mr Graham Berry, the shining out it he decided to remain plain Bill tain had to make up his mind what to put on Uninese Doats. The junks generated a revolution more after I went down, ashamed of their conduct in this encounter, light of Radicalism (?) in Victoria, will henceforth be known as Sir Graham. The reports from the New Gold fields at In

Kimberley are very conflicting, but the exodus of adventurous diggers from this S and the neighbouring colonies continues. and many of the China steamers are making | G. Derby an additional port of call. Should | So the rush prove a success it should afford profitable employment for the boats trading are having three new steamers built for their Australian trade.

THE FLOODING OF MANDALAY. The Hangoon Gazette contains the followthe embankment at Mandalay :-

Mandalay, 17th August. - Irrawaddy

represent the Colony, but outside the Orange broken through embankment several places. body the representative nature of the largest breach 80 yards near Oboywa Bazaar Post Office, whole town West of Kaladan The Australian S. S. Owners Association | Road completely fluoded. Telegraphic have given notice of their intention to re- communic tion stopped, water still rising. duce the wages of seamen and firemen on . Mandalay, 21st August, 1886.—The city and after 1st September next. They say has been visited by another terrible calamthey are compelled to take this course as ity. Old King Mindone Min caused a the coastal carrying trade has been very bund to be constructed along the river unprofitable for some time past; and bank, which prevented the annual inundi-Bowles, from the office of Messrs Wotton further state that they ascribe as the chief | tion by the Irrawaddy of a large tract of cause of the depression the competition of ground. The area so reclaimed was laid

course was successfully pursued by the friendly waters of the Irr waddy, which tisfied if they can be assured of keeping the luxuriant crops, principally tubacco, which but I am afraid the rapacious Hlootdaw Serious charges have been laid against reaped all the benefit which the King a district on which it is estimated that ten to come from. There would appear to be loss of life must be very great, for already no other method, however, by whi h we two hundred dead bodies have been recan fittingly announce our coming of age, covered. A breach has been made in the

I am informed that, two months ago, the

the higher parts of the city will be freed

Tientsin.

The Tientsin correspondent of the Shangsays: - On Sunday night we had the highest Peking is flooded to the extent of about 400 selves into the water, preferring death to

enduring the fuin brought upon them. The Korean Consul for this port arrived here from soul, via Chefo, in the Chungking, yesterday, and Prince Ming, I hear, has left Chefor for your port.

The revision of the Treaty between China and Japan has been shelved. It has, I hear, been put off for another year, and His. It is rather ridiculous that he cannot the front door to obtain it, we naturally Ex. Mr Sheeds is said to have agreed to

It is rumoured that H. I. German Majesty intends decorating Mr G. Datring, in recognition of the many services rendered by him to the German Government, and he deserves the reward.

The collision aftair between the Wismar and a rice junk, which cocurred in the Peiho, has been decided at the German Cousulate in favour of the Wismar. The captain of the junk has appealed, and he accuses Mr Ng Choy, who appeared on behalf of the Customs Taotai, of aiding the Wismar. Dr. Lontz has refused the appeal, and the Cusoms Tautai has notified him that he will lay the matter before the Minister at Peking.

Quotations ... Hongkong, September 10. OPIUM-New Patna, cash, 525 Old ,, cash,... — New Benares, cash,... 520a 5221 New Malwa, cash, 520 Allowance, Taels 48 Old Malwa, cash...... 540/50 Allowance, Taels 48/56 Persian, Oily, cash ... 400/470

Allowance, Taels 16/32

Allowance, Taels 16/32

Persian, Paper tied... 490/00

Exchange.

Honorona, September 10.	
Sank, Wire, 3/2	4
,, Demand, 3.2	1
,, 30 days' sight, 3/2	3
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overeigns, \$6.	EU ARRA
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remberarare: (Taken at Messrs Falconer & Co.'s Premises. Ousen's Road

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METEOROLOGICAL REGISTER. AT 4 P.M. TO-DAY.

		the second of the second
11.	Barometer	29.78
3.1		82
		58
	Direction of Wind .	W
	Force	2
i.,	Weather	0

Hongkong Observatory, Sept. 10, 1886,

6. From Peddar's Wharf to the Naval Yard.

Insurances.

THE LONDON ASSURANCE. INCORPORATED BY ROYAL CHARTEF OF His Majesty King George The First,

л. р. 1720. ITHE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:--Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia. · Fire Department.

Policies issued for long or short periods at ourrent rates. 😁

Life Department. Policies issued for sums not exceeding ports £5,000 at reduced rates. HOLLIDAY, WISE & Co. Hongkong, July 25, 1872.

THE STRAITS INSURANCE COM-PANY, LIMITED.

ITHE Undersigned having been appointed Agencs for the above Company are prepared to GRANT POLICIES ON MARINE RISKS to all parts of the World, at current

ARNHOLD, KARBERG & Co.

QUEEN FIRE INSURANCE COM-PANY.

FETHE Undersigned are prepared to accept Risks on First Class Godowns at per cent. not premium per annum. NORTON & Co., Agents.

Hongkong, May 19, 1881 LANCASHIRE INSURANCE

COMPANY. (FIRE AND LIFE.)

CAPITAL, -Two MILLIONS STERLING.

THE Undersigned, are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms

and Conditions. Proposals for Life Assurances will be received, and transmitted to the Directors. for their decision. If required, protection will be granted on first class Lives up to £1000 on a Single

For Rates of Premiums, forms of proposals or any other information, apply to ARNHOLD, KARBERG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1867. NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, AGENTS of the above Company, are authorized to Insure

against FIRE at Current Rates. GILMAN & Co.

Hongkong, January 1, 1882.

Mails. NOTICE.

MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS.

MARSEILLES, AND PORTS. OF BRAZIL, AND LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK LONDON AND ANTWERP.

ON THURSDAY, the 16th September, 1886, at Noon, the Company's NTEW Steamship NATAL, Commandant Sucu, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the

above places. Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marsoilles for the principal places of Europe.

Shipping Orders will be granted until Cargo will be received ou board until p.m., Specie and Parcols until 3 p.m. on Sona the 15th September, 1886. (Parcels are not Toxic to be sent on board; they must be left at

the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office. G. DE CHAMPEAUX

Agent, Hongkong, September 3, 1886.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI. ANTWERP, BREMEN & HAMBURG

PORTS IN THE LEVANTE, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON,

BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN THE COMPANY'S STEAMERS WILL CALL

AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B .- Cargo can be taken on through Bills

of Lading for the principal places in ON FRIDAY, the 1st day of October,

1886, at Noon, the Company's Steamship NECKAR, Captain BAUR, with MAILS, PASSENGERS, SPECIE, and CARGO will leave this port as above. Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until S p.m. on the 30th September, 1886. (Parcels are not to be sent on board; they must be left at the AGENCY'S Office). Contents and Value of Packages are required. The Company is prepared to GRANT

POLICIES OF INSURANCE ON TREASURE and CARGO shipped by their own Steamers. For further Particulars, apply to MELCHERS & Co.,

Mails.

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, THE OVERLAND RAILWAYS

ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship BELGIC will despatched for San Francisco, Yokohama, on TUESDAY, 14th September; Connection being made at Yokohama, with Steamers from Shanghai and Japan

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing. RETURN PASSAGES. - Passengers, who

have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Roturn Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Returu Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Faro. These allowances do not apply to through fores from China and Japan to

Cons that Invoices to accompany Cargo destined to ports beyond San Francisco, should be sent to the Conquary's Offices, addressed to the Collector of Customs, San Francisco.. For further information as to Freight

or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN,

Hongkong, August 24, 1886.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, YIA OVERLAND RAILWAYS, AND TOUCHING AT YOROHAMA, AND SAN FRANCISCO,

TIHE U. S. Mail Steamship CITY OF PEKING will be despatched for San Francisco, via Yokohama, on THURS-DAY, the 23rd September, at 3"p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and omuecting Steamers.

England, France, and Germany by all trans-Atlantic lines of Steamers. RETURN PASSAGES, -- Passengers, -- who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking fully maintains the high standard within one year, an allowance of 10 % will excellence which characterises that publibe made from Return Fare. Pre-Paid Re- vation, and altogether forms a very turn Passage Orders, available for one year, interesting and readable number. Me will be issued at a Discount of 25 % from | teorologists will find an interesting and

of samb is required. should be sent to the Company's Offices in | of Nan-Hue," and the Notes and Queries Sealed Envelopes, addressed to the Collector are as usual very interesting.'-North-China of Customs at San Francisco. For further information as to Passage

and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central. C. D. HARMAN,

Hongkong, September 2, 1886.

Intimations.

GRIFFITH'S OF HONGKONG VIEWS NOW READY, DUDDELL STREET. GRIFFITH & Co., MANUFACTURERS

LONDON ERATED WATERS. 1, DUDDELL STREET, Continue to Supply: WATER, LEMONADE, GINGERADE, RASPBEREYADE,

&c., &c., &c. SAESAFARILLA II At the same Moderate Charges. Hongkong, June 9, 1885.

SUMMER TIME TABLE. THE KOWLOON FERRY.

STEAM-LAUNCH MORNING STAR

take effect from the 15TH APRIL, 1886. Leaves K'loon. Leaves H.K. Leaves K'loon. Leaves H.K. 6.00 A.M. 7.00 A.M. 6.00 A.M. 7.00 A.M. 10.15 ,, 9.00 , 9.00 , 10.15*,, 10.30 ,, ·10.45*, 12.30 P.M. 12.30 P.M. 1.00 P.M. 12.45 P.M. 1.00 . 1.30

* There will be no Launch on Monday and Friday, on account of coaling. The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather. due notice will be given of any stoppages.

NOW READY.

THE REVENUE OF CHINA. SERIES OF ARTICLES Reprinted from 'The China Mail.' WITH AN APPENDIX. THIS PAMPHLET is Now Ready,

and may be had at the OFFICE OF THIS PAPER. Mesers. Lane, Crawford & Co.'s, Mesara, Kelly & Walsh's. And Mr. W. BREWER'S. Price. - - 50 Cents.

THE CHINA REVIEW. PUBLISHED BI-MONTHLY TENTH YEAR.

(1) HIS Review, which was intended to meet the wants of many students of Chinese caused by the discontinuance of ' Notes and Queries on China and Japan,' has reached its Thirteenth Volume. The Review discusses those topics which are uppermost in the minds of students of the 'Far East' and about which every intelligent person connected with China or Japan is desirous of acquiring trustworthy information. It includes many interesting Notes and original Papers on the Arts, Sciences, Ethnology, Folklore, Geography, History, Literature, Mythology, Natural History, Antiquities, and Social Manners and Customs, etc., otc., of China, Japan, Mongolia, Tibet, and the Far East generally. Recently a new departure has been taken, and the Review now gives papers on Trade, Commerce, and Descriptive notes of Travel by well-known writers. It was thought that by extending the scope of the Kaview in this direction, the Magazine would be mademore generally

'All our learned societies should subscribe to this scholarly and enterprising Remein.'- Northern Christian Advocate (U.S.) 'The China Review * * * * has an excollent table of contents.'-Celestici Empire. 'The Publication always contains subjects Through Passage Tickets granted to of interest to sejourners in the Far East and the present issue will hold favourable if not advantageous comparison, with preceding numbers.'-Celestial Empire.

'This number contains several articles of interest and value. - North-China Herald. The China Review for September-October 14 Return Fare. These allowances do not apply, valuable contribution by Dr. Fritsche, T. F. Oakes 2 h Clift Amer. sh. 1896 Aug. 15 Russell & Co. to through fares from China and Japan to on "the Amount of Precipitation (Rain and Snow) of Peking," showing the results Troubadour 3 c Gahrs Ger. bqtin. 295 Aug. 22 Eduard Schellhass & Co. p.m. the day previous to sailing. Parcel sian Observatory at Peking, from 1841 to Wandering Minstrel... 5 k Hudson Brit. bqtin. 366 April 14 Arnhold, Karberg & Co. Packages will be received at the office until 1880. "Notes on the Dutch Occupation Wildwood"........ 3 k Sawyer Amer. sh. 1099 Sept. 5 Captain should be marked to address in full; value some interesting information, although much of it is second-hand. The Notices of Consular Luvoices to accompany Cargo New Books include a most generous and destined to ports beyond San Francisco appreciative review of "The Divine Classic

> Daily Neros. 'A substantial and reliable Review which all students of China and the Chinese would do well to patronise.'-- Chrysanthemum. The November-December number of the China Review contains less variety than usual, but the few articles are very interesting. The opening paper by Mr Herbert A. Giles on "The New Testament in Chiness" treats of a question that must necesearily be of great importance in the eyes of all missionaries. Mr E. H.

Parker's "Short Journeys in Szechuen' are continued, and a goodly instalment of these travels in the interior of China is given. Mr F. H. Balfour contributes a paper of some length entitled "The Emperor Cheng, founder of the Chinese Empire," which will be read with genuine interest by students of Chinese history. A few short notices of New Books and a number of Notes and Queries, one of which "On Chinese Oaths in Western Borneo and Java" might appropriately have been placed under a separate heading, complete the number.'-H.K. Daily Press.

Trubner's Oriental Record contains the

following notice of the China Review:-The present publication, judging by the number now before us, is intended to occupy a position, as regards China and the neighbouring countries, some what similar to that which has been filled in India by the Calcutta Review. The great degree of attention that has been bestowed of late years upon the investigation of Chinese literature, antiquities, and social developments, to say nothing of linguistic studies, has led to the accumulation of important stores of inform-Runs Daily as a Ferry Boar between ation, rendering some such channel of pub-Peddar's Wharf and Tsim-Tsa-Tsui at the licity as is now provided extremely desirfollowing hours :- This Time Table will able; and contributions of much interest may fairly be-looked or from the members of the foreign consular services, the Chinese Customs corps, and the missionary body. among whom a high degree of Chinese scholarship is now assiduously cultivated, and who are severally represented in the first number of the Review by papers highly

creditable to their respective authors . . . Some translations from Chinese novels and plays are marked by both accuracy and freshness of style; and an account of the career of the Chinese poet-statesman of the eleventh century, Su Tung-p'o, by Mr. E. C. Bowra, is not only historically valuable, but is also distinguished by its literary grace. Beside notices of new books relating to China and the East, which will be a useful feature of the Review, if carried out with punctuality and detail, we are glad to notice that 'Notes' and 'Queries' are destined to and a place in its pages also. It is to be hoped that this opening for contributions on Chinese subjects may evoke a similar degree of literary zeal to that which was displayed during the lifetime of its prodecessor in the field, and that the China Review may receive the support necessary to insure

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١						Y.	
	Name.	Rig.	Tons:	Guna.	I.H.P.	Captain.	Where at.
İ	Audacious*	double-screw iron frigate	6010	10	4330	Capt. Robert Hastings Harris	Port Hamilton
1	Champion	corvette	2380	14	2340	Captain A. T. Powlett	Port Hamilton
1	Cleopatra	corvette	2380	14	2610	Captain L. C. Keppel	- Port Hamilton
ı	Cockchafer	gunboat	465	' ä	470	Lieut. Com. H. H. Boteler	Amoy
1	Constance	corvette	2380	14	2590	Capt. Seymour Dacres	Port Hamilton
	Daring	ьюор	940	4	920	Commander Davis	Singapore
.[Enk	gunboat	360	3	340	,	In reserve
j	Espoir	gunboat	465	4	470	Lieut. Com. H. R. Adams	Hongkong
'	Firebrand	gunboat	455	1 7	460	Lieut. Com. D. L. Dickson	Port Hamilton
١	Flying Fish	sloop	940	4	840	Captain J. P. Maclear	Cruising
۱ [Heroine	corvette	1420	8	1470	Captain Chas, J. Balfour	Hongkong
1	Leander	cruiser	3750	10	5000	Captain M. J. Dunlop	Yokohama
Ч	Linnet	gun-vessel	756	5	1050	Commander W. Marrack	On a cruise
	Merlin	gunboat	430	1 4	430	LieutCom. W. M. Maturin	Corea
	Midge	gun-vessel	603	1 4	470	Commander H. J. Robilliard	Foochow
1	Rambler	aloop	830	3	690	. Commander W. U. Moore	Foochow
1	Sapphire	corvette	1970	12	2360	Captain R. G. Kinahan	Port Hamilton
1	Solent	torpedo mining launch	150				Hongkong
'	Swift	gun-vessel	756	- 5	1010	Commander A. C. B. Bromley	Port Hamilton
	Tweed	gunboat	360	3	840		In reserve
'	Victor Emanuel	receiving ship	5157	14		Commodore Morant	Hongkong
•	Vigilant	paddle despatch-vessel	1000	2	1230	LieutCom. P. Hoskyns	Hongkong
1	Wanderer	gunboat	925	I I	750	Captain Orford Churchill	Chefoo
! [Wivern	turret-ship	2750	4	1460		Hongkong
	Zephyr	gunboat	438	1 4	530	LieutCom. Chas. K. Hope	Singapore

* Flagship of Vice-Admiral Vesey Hamilton, Commander-in-Chief. For H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Gurus.	H.P.	Captain.	Where at,
Albatross	Austrian gunboat	560	2	580		
Aspio	French gunboat	470	4	450	Commander Rupe	Chefoo
Bismarck	German cruiser	2810	16	2500	Captain Kuhm	Shanghai
Carola	German corvette	2130	10	2100	Captain Aschmann	Shanghai
Chasseur	French cruiser	920	4	745	Captain Le Gorred	Amoy
Comète	French gunboat	475	4	450	LientCommander Noirot	Haiphong
Decres	French cruiser	1680	10	1480	Captain de Montesquon	Yokohama
General Lezo	Spanish gunboat	520	3	600	Captain F. Bastarreche	Hongkong
Jaguar	French gunboat	445	2	270	LieutCommander Fouet	Haiphong
Laclocheterie	French cruiser	1910	10	1920	Commander St. Maurice	Yokohama
Lntin	French gunboat	485	-4	425	Captain Duval	Haiphong
Manila -	Spanish transport	1000		1000	Luis Bayo y Hernandes Pinron	Hongkong
Marion	U. S. corvette	1900	. 77	1170	Commander Merrill Miller	Corea
Marques del Duero	Spanish gunboat	459	3	550	Captain Jose Cano Manuel	Hongkong
Monocacy	U. S. sloop	1370	6	1470	Commander F. J. Higginson	Hongkong
Mordi	Russian gunboat	455 -	2070	77.8 6 Q.m.	Commander Moltsoff	Coros mer muno
Nautilus	German gun-vessel	755	4	600	Commander Rötger	Shanghai
Nautilus	Austrian gun-vessel	560	2	420	Captain Charles Spetzler	Shanghai
Olga	German cruiser	2100		_	Captain Bendemann	Foochow
Omaha	U. S. corvette	2400	12	1150	Capt. Thos. O. Selfridge	Port Hamilton
	U. S. corvette	1900	7	1300	Commander J. J. McGlinsey	Yokohama
Ossipee Pales	U. S. gunboat	320	6	500	LieutCom. Thomas Nelson	Canton
Pluvier	French gunboat	540		420	LieutCommander Poidlous	Haiphong
Primananat	French cruiser	2200	15	2270	Captain M. Buge	Hakodate
Primauguet Rio Lima	Portuguese gunboat	610	. 5	600	Lieut, Com. Raphael d'Andrade	Macao
Sivotch	Russian cruiser	900	i	1000	Commander Suothrieff	Hankow
		405	7	60	Commander Boyle	Japan
Sobol	Russian gunboat	610	5	500	Captain Avila	Macao
Tamega	Portuguese gunbost French frigate	5880	12	4250	Captain Dupuis	Yokohama
Turenne		480	14	425	LientCommander Lapeyrere	Kobe
Vipere	French gunboat Russian ironolad	5756	16	7000	Captain Gildebrandt	Vladivostock
Vladimir Monomach		0100	4	1000	Commander Molchensky	Vladivnetock
Vostock	Russian gunboat	Log	0	OLG	Captain Joeselike	Shanghal
Wolf	German gunboat	384	6	340	ACTUAL A ACCOUNT	Annual Daniel

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WHAMPOA. Gor. etr. Brit. Gilsland str. Brit. Kut Sang Ger. Olympia str. ·Ger. / str.

> AMOY. In port on September 7, 1886 MERCHANT STEAMERS

German Duburg Picciola German British Tamsui British MEBORANT SAILING VESSELS Geralm. sc. Carl Bohn Norw. bqc. Caroline Ger. Christian

Claro Babuyan Brit. Ger. Francisca -Hei-Cheong Brit. bqe. L'Avvonire Br. 3m. sc. Ger. sch. Louise Sin Kolga Brit. Brit.

FOOCHOW. In port on September 4, 1886 MERCHANT STEAMERS. British '

Haiphong Nanzing British MERCHANT SAILING VESSELS. Brit, bge. Guiding Star Brit. bqe. Hedvig Leander Brit. Brit. bge.

SHANGHAI In port on September 6, 1886 MERCHANT STEAMERS.

British Brindisi Chinese Hongkong Fushun British Ingeborg British Kaisew British Kent Kinng-teen Chinese Kung Wo Brtiish British Lacrtes British Marcia Meefoo Chinese French British Owari Maru Japanese British Swatow

W. C. de Vries British Hankow, &c. Yehsin MERCHANT SAILING VESSELS. Adam W. Spies Amer. bqe. Albania Nor. Ariel Norw. Brit. bge. Laid up Chi.

Chi. Colombo Brit. Cutty Sark Daviel L. Tenney Amer. Hammonia Brit. Helena Hikaku Maru Japan. Hilda John E. Sayre Brit. Minnie Burrell Brit. Brit Nardoo Naupactus Norw. bge. **H**embrands Amer. Richard P. Buck Amer. Rufus E. Wood Amer. Brit. Sarmatian Brit. Satsuma Brit,

Sea Swallow

Kozaki Maru

N. Empire

Sunrise

San Francisco

London, &c.

Ohefoo

Walter SiegfriedBrit. bge. Amer. sh. NAGASAKI. In port on August 28, 1886

Brit.

Amer.

Japan, bqe,

Ger. bge.

YOROHAMA, In port on August 31, 1886. Brit. bqs. Brit. bge. Beatrice: Carrie Delap Brit. Brit. Favonius. Brit. Honouwar Amer.

Dut, Utrecht Wilwood HIOGO. In port on August 20, 1886. Carrie Delap Brit. bge. Brit. sh. Endora Euphemia

MANILA. In port on September 1, 1886. Brit. bqe. Dan. bqe. Amer. sh. Buacaao Farragut Invincible Amer. Brit. bqc. Brit. sh. J. M. Blaikie John Melevos

Amer. bge.

Brit.

Brit. Lord Lytton M. L. Cushing Amer. Amer. Brit. CEBU. Ed. L. M'berry Amer. bge.

Furness Abbey Amer. bge. HOILO. Sovereign T. Tarabochia Amer. bgs. V. de Rivadavia Span. sch. BANGKOK. In port on August 27, 1886.

Brit. Billy Simpson Burrancorfol Siam. bge. Siam, boo. Bus Pan Siam. boe. Burra Noorfol Siam. 3 sc. Confuciods Siam. sch. Diamond City, Siam. bqe. Esperance Siam. bge. Fortune ... Siam. Goliah S. Hameed

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